CYCLE NEWS®

WEST Volume XIX : Number 23 : June 23, 1982 85¢

First test: KTM's versatile six-speed 250

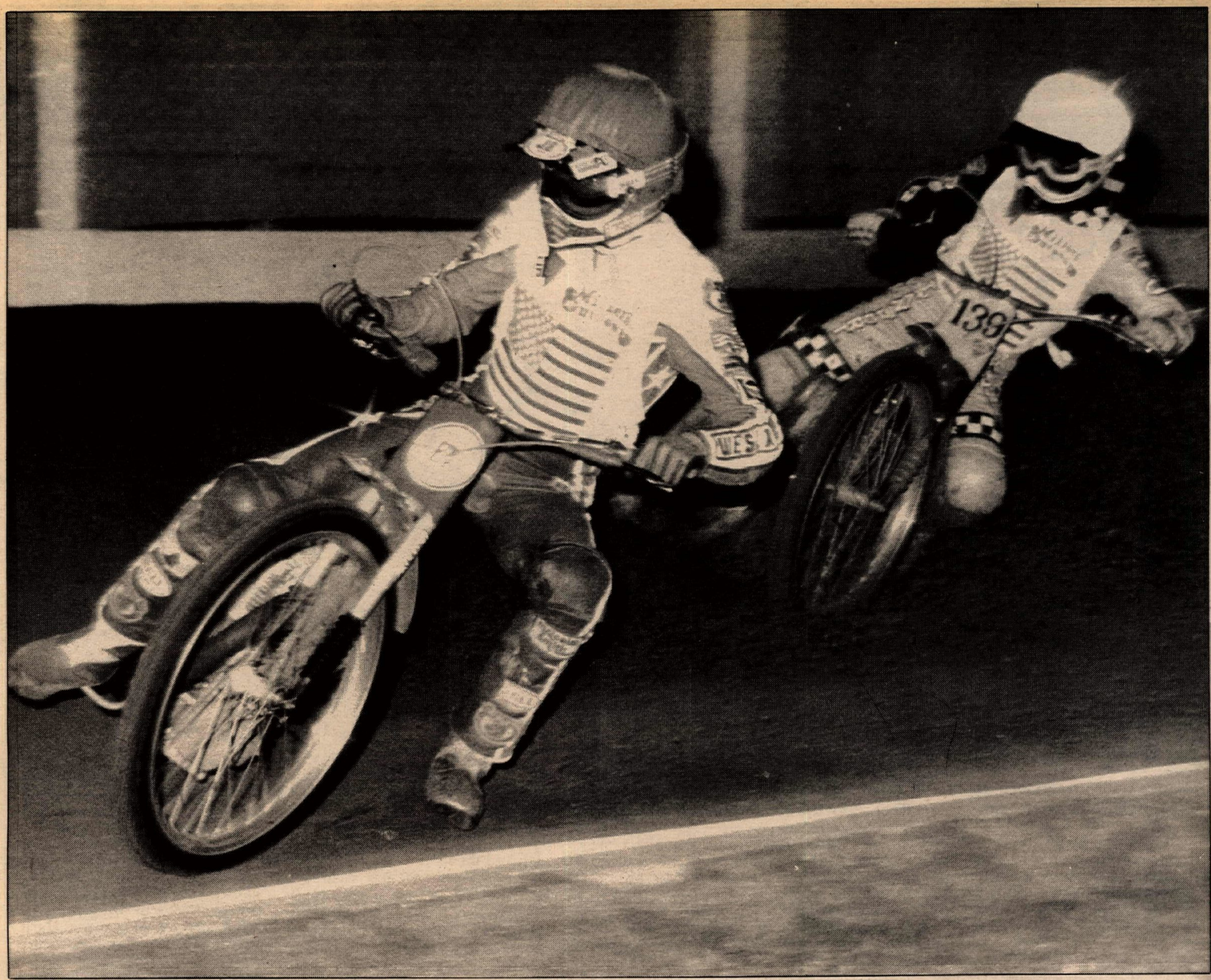
Nat'l 250 MX Champ crowned

American Speedway final

U.S. riders take MXGPs

Cal 1000 tour

AMERICA'S WEEKLY MOTORCYCLE NEWSPAPER



Dennis Sigalos, shown here leading runner-up Shawn Moran, went undefeated in his five races for the overall win.

American Speedway Final

Sigalos, Moran brothers advance to Overseas Final

By Dale Brown
Photos by Dennis Greene, Gary Hoffman and Ken Kellogg

LONG BEACH, CA, JUNE 12

Dennis Sigalos swept undefeated through his five races to take top honors in the American Speedway Final in the Long Beach Veterans Memorial Stadium. And in a dramatic conclusion to the evening's racing, the Moran brothers, Shawn and Kelly, topped a run-off with Scott Autrey for second and third places.

The top three, along with directly-seeded World Champion Bruce Penhall, now advance to the next round of qualifying for the World Individual Speedway Championship, the Overseas Final in White City, England on July 4. Penhall did not compete at Long Beach, but worked as color commentator for the CBS Sports telecast of the event.

This event, which pitted the top eight U.S.-based riders, as determined by qualifying for last year's National Championship, against the top eight British League Americans, played to a near capacity house of 10,000. The race was promoted by World Class Speedway, promoters of the Aug. 28 World Speedway Final at the Los Angeles Coliseum, and sponsored by UP Sports. The racing took place on a 440-yard track that held up well all night long.

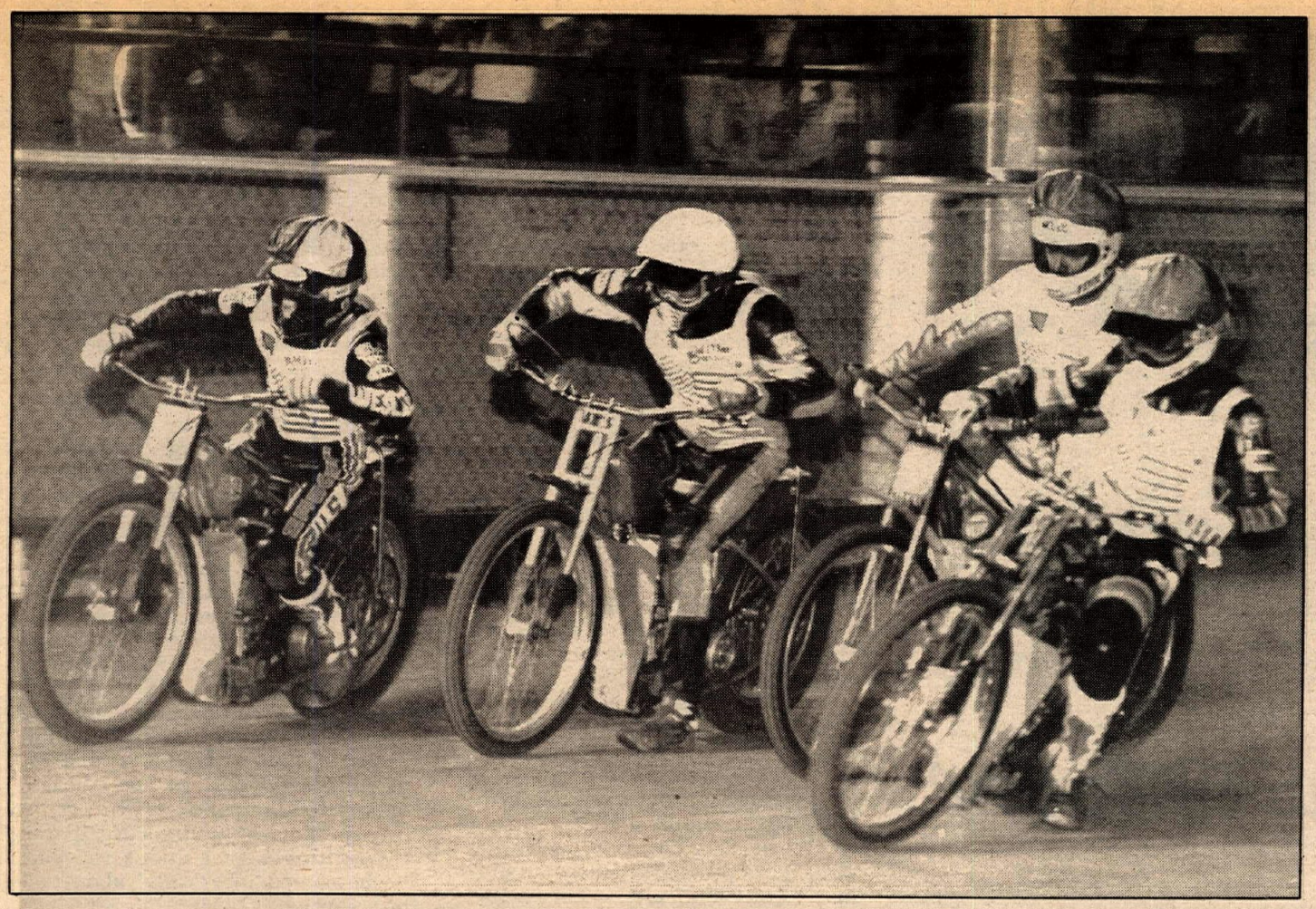
Sigalos began his domination of the event in race two of the 20-race night. He was up against Brad Oxley, Mike Bast and Steve Gresham, but the first start was red-flagged and Bast was excluded for breaking the starting gate tapes. On the restart, Sigalos grabbed the lead immediately and stretched it out to win over Oxley, Gresham and John Sandona, the reserve rider who replaced Bast.

Sigalos' second appearance found him up against Shawn Moran (who had earlier finished second in a close race to his brother Kelly), Mike Faria and Steve Lucero. Into the first turn Sigalos and Moran were as close as the end gap on a fresh set of rings, but Sigalos had the lead and he stretched it out slightly over the four laps to take his second win. Moran was second, well ahead of Faria and Lucero.

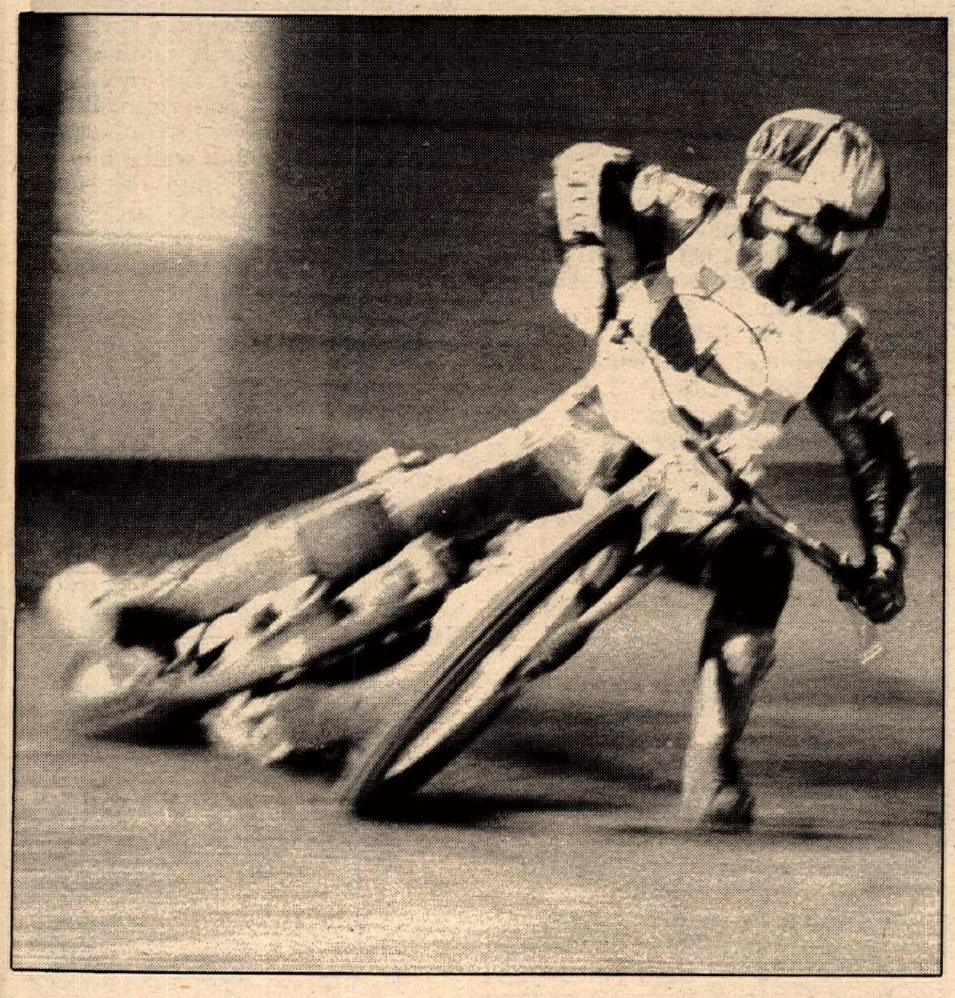
After the first eight events, Sigalos was undefeated, as were Bobby Schwartz and Scott Autrey. Sigalos met Schwartz in event 11, along with Kelly Moran and Paul Orlandi. Again Sigalos gated well, running into the first turn ahead of Moran and Schwartz. They completed the first lap in that order, while Orlandi crashed going into turn one on the second lap. He was OK and the race was not stopped. Moran closed on the last lap, but was unable to threaten Sigalos.

Autrey won the very next event, leading Faria and John Cook all the way. So when Sigalos and Autrey met in event 14, they were the only undefeated riders.

As he had done in his first three races, Sigalos was first to the first turn, and Autrey could not make up the early deficit. Mike Curoso and Dave Sims (a reserve rider riding in Lance King's slot after King broke his collarbone at Ventura June 7) finished 3-4.



(Clockwise from left) Scott Autrey leads Gene Woods, Brad Oxley and Kelly Moran. One of John Cook's popular wheelies. Sigalos gets soaked in the winner's circle. Third place Kelly Moran.



With racing going into the final four events, the points situation shaped up thusly: Sigalos had 12 points, Autrey had 11, and the Moran brothers each had 10. Schwartz, after his fast start, suffered the third place finish at the hands of Sigalos and Kelly Moran, and then had crashed hard after tagging John Cook's rear wheel while trying to pass on the outside in race 15. He walked away from the crash, but scored no points. So Cook had eight points and Schwartz and Faria had seven.

Sigalos made his final appearance in event 17, going up against Cook, Gene Woods and Alan Christian. "Siggy" made it five for five in the start department, and led to the checkered flag, which he took on the rear wheel to the applause of the crowd. Cook finished second, ahead of Woods and Christian.

The next race featured Kelly Moran, Sims, Lucero and Keith Chrisco, a reserve who had taken Steve Gresham's place after Gresham crashed in his third ride. Moran led start to finish as Chrisco passed Lucero in the early going for second, and after Lucero dropped out with motor trouble, Sims took third.

Event 19, pitting Autrey, Shawn Moran, Schwartz and Mike Bast, would play a major outcome of the evening. Autrey could guarantee himself with a win, while a Moran win and a runner-up finish by Autrey would create a three-way tie for second.

Moran, also known as "The Miracle Worker," made it work at the start as he came from the number two position on the starting gate into the first turn fractionally ahead of Schwartz. Autrey went high through the first turn, but swept down to overtake Schwartz on the backstraight. Autrey was up to second, but try as he might, he couldn't make up any distance on Moran, who was working the bike for all it was worth. So it ended Moran, Autrey, Schwartz and Bast, and there was a three-way tie for second between the Moran brothers and Autrey.

The final regular race of the evening, won by Faria, meant little and it was on to a four-lap run-off. In a draw for starting positions, Shawn Moran drew the pole, Autrey the number three spot and Kelly Moran got the outside position.

When the tapes flew, the Morans got the jump on Autrey and arrived at the first turn approximately simultaneously. Shawn had the lead coming out of turn two and for the remainder of the race, the order held. Joining Sigalos and Penhall, the Morans will be the first brothers in World Speedway competition since Jack and Cordy Milne in the '30s.

In victory circle, Sigalos credited his victory to, "Mainly my mechanic, girlfriend and sponsors. It all paid off tonight." Later he added, "I feel really great. I made some good starts and that was half of it."

Shawn Moran, who was eliminated in a run-off for the final qualifying spot in last year's American qualifier, said, "It was unfortunate that Scott didn't make the gate. We just rode our best."

Kelly Moran echoed his brother's feelings. "It's so good to get it over with. I feel great for my brother, but I feel bad for Scotty. He pioneered the sport as it is now."

Kelly also had a parting shout on the winner's rostrum: "Let's kick ass in England!" •

Results

FINAL STANDINGS: 1. Dennis Sigalos (15); 2. Shawn Moran (13*); 3. Kelly Moran (13*); 4. Scott Autrey (13*); 5. (TIE) Mike Faria/John Cook (10); 7. Bobby Schwartz (8); 8. Mike Curoso (7); 9. Brad Oxley (6); 10. Alan Christian (5); 11. (TIE) Gene Woods/Keith Chrisco (4); 13. (TIE) Mike Bast/Steve Lucero (3); 15. (TIE) Dave Sims/Steve Gresham (2); 17. (TIE) Paul Orlandi/John Sandona (1).
* — Tie broken by run-off.

Oatman doesn't claim to be a bustling metropolis.

California 1000 Tour 10th Anniversary Run

1100 try 'Tour of Tours'

By Mike and Carol Hayes

YUCCA VALLEY, CA, MAY 15-16

The California 1000 road tour celebrated its 10th birthday as the classic event drew over 1100 people who wanted to try their hand at riding the "tour of tours." Riders streamed in from all over California and other western states, while one intrepid soul rode all the way from Connecticut just to ride this tour.

Entrants converged on the small parking lot of Hutchins Motor Sports on Highway 62 in Yucca Valley, with the result being one jammed lot and a quarter-mile long string of bikes parked on both sides of the highway. Despite the traffic problems, nobody was particularly worried, since the fun was just beginning.

Sign-up began at 7 p.m. Friday evening, only hours before the scheduled "lift-off" time of midnight, with veterans, non-finishers from past Cal 1000 tours, as well as newcomers all lined up and ready to go. For your $10 entry fee ($12 for sign ups after midnight), you got a tour patch and starter's pin.

Successful finishers at the end of the tour would get a finisher's pin to complete the set. As an indicator of the nature of the Cal 1000, there were several individuals walking around with only the starter's pin on their jacket. This time would be their year!

After the sign-up process, many riders spent the time looking at bikes (their own, others' or machines for sale on Dick Hutchins' showroom floor), talking or drinking cups of coffee in preparation for the long ride ahead of them. Touring rigs ranged from traditional full dress Harleys to Honda Gold Wings, BMWs and other big-bore road burners. Offbeat machines included a couple of dual purpose Yamahas and Suzukis, an ancient Vincent HRD and even a trio of Harley Hummers, all of which finished the tour intact.

"Patron saint" and creator of the California 1000, Dick Hutchins was on hand to converse with entrants and wish everybody well. Hutchins, who created other classic tours such as the Death Valley Run, began running the Cal 1000 when his shop was located in downtown Los Angeles in 1972, and even then several hundred riders showed up for the first run. By holding the tour the last couple years out in Yucca Valley, all the headaches of logistics and traffic have been reduced, but the fun has remained.

As the clock edged towards midnight, entrants quieted down and formed a line up to the start check. Tourers had the option of leaving as late as 8 a.m. when the start closed, but the majority of the crowd left when the clock struck 12.

At the start you got your entry envelope marked off and the map for the first of six legs of the tour. Riders then headed off down the highway into the night in wave after wave to the first check.

The first leg was about 155.5 miles from the start to the first check in Brawley. Riders cruised from Hutchins' shop to National Monument Drive in 29 Palms where they turned to pass through Joshua Tree National Monument. Right off, this turned out to be the most challenging part of the first day's ride and one of the more interesting parts of the whole tour. The road was narrow and curvey, with dips where parts of the pavement became washed over with sand and dirt, creating skittish moments for almost everybody. Once out of the monument, more narrow road took the tour to Mecca.

From Mecca, everybody headed down Highway 111 to Brawley, a welcome relief from the previous 60 mile stretch of road since 111 gave you the opportunity to open 'er up to the throttle stops. A few miles outside of Calipatria, the first secret check was waiting for the eagle-eyed, since missing *any* check can disqualify you. After hitting the secret check, it was a quick jaunt down the highway to Brawley and the first check.

In Brawley, entrants got checked off and another map, this time showing the location of the second check to be in Earp, CA, just across the river from Parker, AZ. Highway 78 led us from Brawley up through the Glamis sand dunes where the scenery took on an otherworldly vista just before dawn — at 4:30 in the morning! On to Blythe.

While the approach to Blythe is more or less direct on 78, the tour route made a few choice turns to separate the road racers from the navigators and skirt the city proper. This confused more than a few participants, but once everybody got their bearings straight, it was no problem to move on to Parker, where it was just a hop across a bridge to the second check in Earp.

The course map handed out revealed that the third leg was a biggie — over 200 miles to Las Vegas with a road warning thrown in for one section to top things off. This would be just enough to give anybody a full day's riding!

We followed the Colorado River from Earp, crossing back into Arizona at Parker where we picked up Highway 95, going through Lake Havasau City, then down Interstate 40 to Topock and onto 95 again. About 15 miles later, we left 95 for a third grade road for Oatman. Oatman, as we found, was a ghost town/tourist attraction, dirt road, clapboard buildings and honky-tonk bar included. While Oatman didn't have the same attraction to it that would normally grace a big city, it gave everybody a chance to stretch their legs, have a beer and claim that they were in the wild west for a while.

Leaving Oatman was something else! This was what the road warning was all about, since the asphalt was either deteriorated, broken up or pock marked, meaning that a mistake would mean a rough trip into the weeds and rocks. A better stretch of pavement was encountered, taking us into Kingman.

The ride from Kingman to Las Vegas was a long, straight wide-open throttle run on Highway 93, highlighted with a dramatic view of Hoover Dam towards the end of the day. Once over the dam, navigation to successfully make it into town became critical since the vital roads we wanted weren't marked very well. A lot of lost time ensued, running here and there, the risk of a secret check to knock us out always on our minds. Finally, we were able to get things right and found our way into Vegas where the fourth check waited at Al's Cycles on Lake Mead Boulevard. Besides getting another map for the next leg, hot and tired riders could also get a chilled cup of lemonade in return for a small donation.

Smart riders stayed overnight in Las Vegas, or at least camped out, before making an assault on the second day of the tour. For early birds, the 150-odd miles to the fifth check at Shoshone, CA, turned out to be a lovely Sunday morning desert tour. Late risers would have to ride their tails off, since the Shoshone check closed at 11 a.m. — and there were those who didn't make it!

We made tracks out of Vegas on Highway 95, and soon turned onto Route 157 which took us for a breathtaking ride up through the Toiyabe National Forest. Another secret check (the last one, in fact!) waited by 157 before the ascent into the forest covered mountains.

The ride through the forest was brisk and beautiful, but ended all too soon as we had to take Route 156 back down to the desert floor. We continued northwest bound on 95 to Lathrop Wells, then turned south onto Route 160 to Pahrump. The ride to Pahrump was fast, and Route 160 was, for the most part, straight. From Pahrump, everybody took Route 372, where we crossed Daylight Pass into California. After riding some very exciting road through the Tonopah Mountains, we rounded a wide curve to dicover the fourth check by the side of the road.

Shoshone gave the tour a chance for gas and some cool drinks before passing through Death Valley, since that's not the ideal place to have anything go wrong. The three to four hundred bikes and riders that were lined up for the gas pumps and cash registers at the town's only store must have given the locals something to talk about for months to come.

Cruising through Death Valley is an experience in itself. Everything that you see is hot, baked and bone dry. Knowing that you can make it through made this part of the tour an awesome study of desolation. Stops were made at Furnace Creek and Stovepipe Wells for food, drinks and gas before saying bye-bye to one of the hottest places on earth.

Things got cooler as the tour continued up through the Panamint Mountains, away from Death Valley. People didn't know which was better — to be out of the valley or to breathe the cool mountain air! Route 190 joined up with Route 136, which left us a mile south of Lone Pine, the last major R&R stop before hitting the fifth check at Randsburg. Participants were getting excited, since Yucca Valley happened to be "only" about 200 miles away!

Randsburg was waiting for us at the end of a 97 mile jaunt down Highway 395. Like the run from Kingman to Las Vegas, riding down 395 to Randsburg was a run-as-fast-as-you-can affair, but watch out for the CHP! Pulling into the small town was a big relief, since that meant that there was only one more check left.

Kramer Junction on 395 was another 27 miles down from Randsburg and was the last gas up for many riders. From there, we headed east on Route 58 into downtown Barstow where we were greeted with the sight of a two-car auto accident, a reminder to many that those four-wheel things can be awfully dangerous.

Route 247 delivered us out of Barstow, and by that time it was almost dark for at least a third of the riders still on the road. At Lucerne Valley, 247 turned left, and we followed it all the way down to Highway 62. By that time, it was very dark and cold, not to mention very tiring! Reaching 62 was the best thing that happened on the whole tour when we got there, but there were *still* a couple miles left to go.

Riding down 62 back to Dick Hutchins' place almost became an act of courage in itself as the fatigue level was quickly rising. When we got there, the tour had taken us approximately 46 hours, 32 minutes out of a maximum time of 48 hours.

At the finish, checking out was brief and simple, with each rider (and passenger) getting the coveted Cal 1000 finisher's pin. There was no party or hoopla, just a few quiet gatherings here and there in the parking lot as finishers traded stories.

As the tour was drawing to a close, there were still some riders out on the road who were definitely not going to make it. Well, there's always next year!

The California 1000 calls itself the "tour of a lifetime," and "tour of tours." Is it? After covering some 1067.3 odd miles in two days, over some of the most breathtakingly varied scenery in the country, and after meeting some of the best people in the world, going through the cold and heat, mountains, desert and so many other things, all that can be said is that the Cal 1000 is everything it promises to be, and more! •

SUZUKI LEAVES THEIR MARK ON MONTREAL.

Mark "The Bomber" Barnett won yet another motocross battle last week as he captured first place in the 6th Annual "Supermotocross Molson," held in Montreal, Canada.

Riding his unbeatable Suzuki 250 "Full Floater" in front of a record crowd of over 55,000 fans, Mark finished with an impressive 11-second lead to take the checkered flag. Barnett is now the first rider to ever win both the Toronto and Montreal Supercross events in the same year. Which means that once again, Suzuki's made their mark in motocross history.

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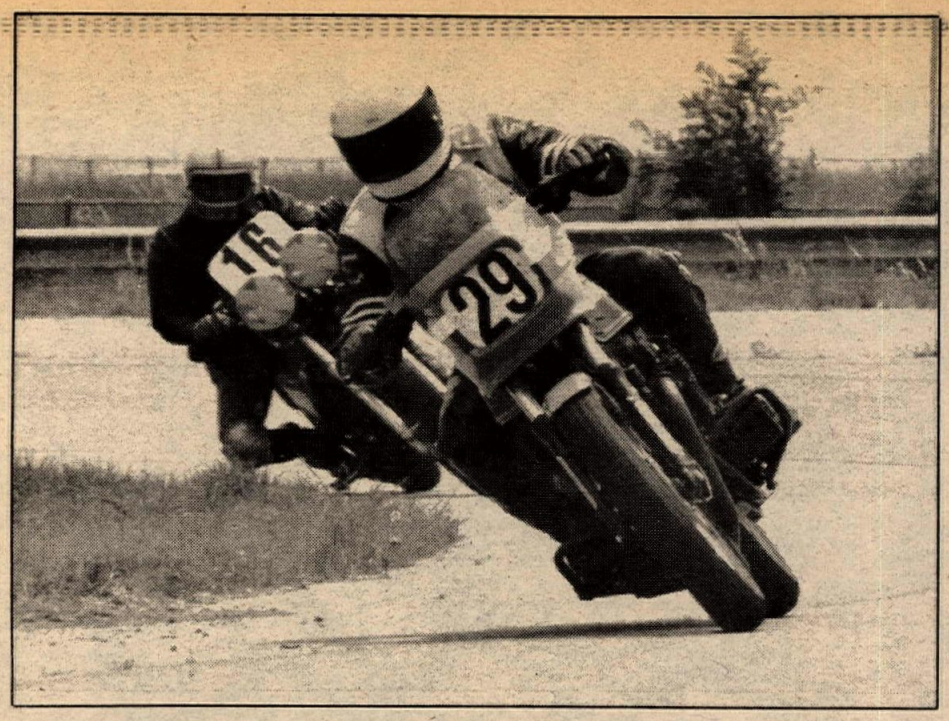

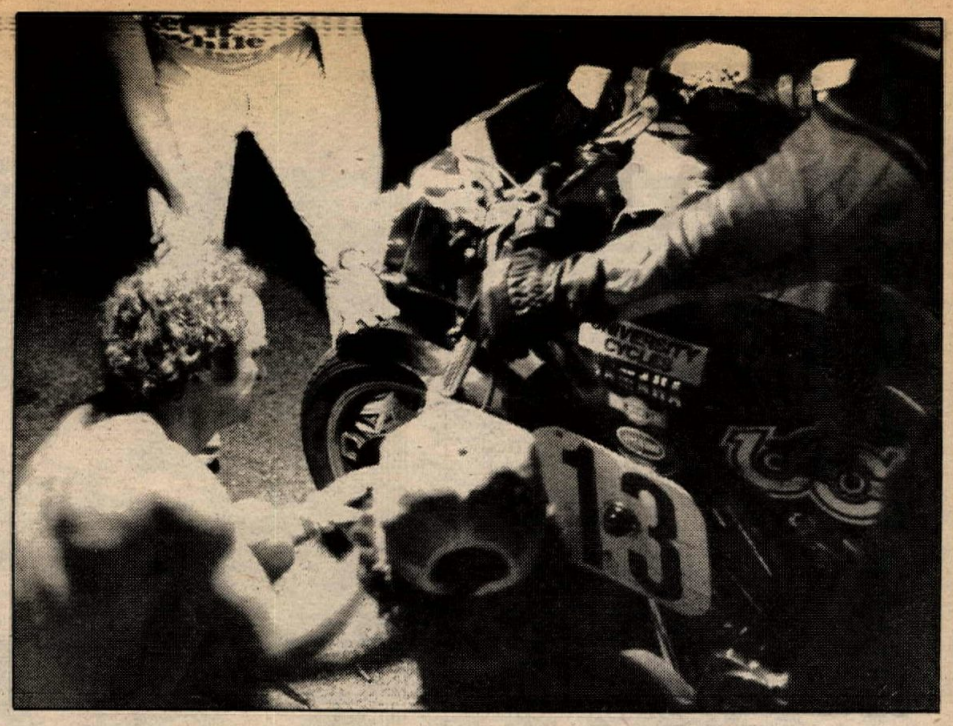

(Left) The winning Team MS & S Kawasaki KZ1000R leads a lapper. (Right) The runner-up Good Times Racing Yamaha Vision gets a nighttime check.

WERA/ND Endurance Triple Crown: Round one

Team MS & S takes close 24 Hours of Texas

By Randy Marrs

COLLEGE STATION, TX, JUNE 5-6

Team MS & S, riding a new '82 KZ1000R Kawasaki, won round one in the Nippondenso Endurance Triple Crown Series by a slim margin of just three miles over the second place Good Times Racing Team at Texas World Speedway.

Ron Lunsford, Allan Johnson, George Lloyd, Bobby Goodin. James Haecker, Quentin Hogan made up Team MS & S and they won by covering a distance of 1,835 miles, just three miles more than the second place team. This first race for the Triple Crown had all the makings for a real tight race with several of the top endurance teams in the country showing for the race. WERA's 1981 long distance champs, Team St. Louis, turned out with a new GS1100 Suzuki for riders Jerry Chandler, Bob Marqauart, Dan Hayes, Tim Paige, and Bill Parkinson. Team Cowboy came down from N. Canton, OH, with their 900F Honda for Larry Shorts, Ray Dysle, and Todd Reynolds. Good Times Racing had a Yamaha Vision for Joe Fisher, Ron Mayfield, Lynn Stackable, George Ashley, and Charles Brothers. In all 19 teams took the green flag for what was going to be a long 24 hours till the finish.

The green flag came down at 10 a.m. Saturday and leading the field at the end of the first lap was the Fredo Racing CB900 Honda out of Tulsa, OK. The Fredo entry ridden by team members Al Barnard, Marvin West, Duane Goodwyn, Tryg Westby, and Jay Taylor began to set a rapid pace with the MS & S entry, Good Times Racing, and Team ARK 23 in hot pursuit. Midway through the first hour Team MS & S got around the CB900 and everyone was settling down to a steady pace and planning strategy for the 24 hours. Further back in the field the Team WERA/CRRC entry, a 400 Yamaha Seca, was holding down the sixth spot. The Seca ridden by David Roth, Bob Sellers, Roy Thoma, and Mark Oldham was a box stock bike entered in the Lightweight Production class and would prove to be a consistent ride the whole way.

At the end of four hours the front runners were setting a blistering pace and the race seemed more of a sprint at this point as opposed to the endurance race it was supposed to be. Fredo Racing had retaken the lead from MS & S Racing and Team Cowboy had moved into the sixth spot after running eighth and ninth the first three hours. By the fifth hour Team MS & S were averaging 99.85 mph and the big change in the top 10 was the crash of Team ARK 23's 900F Honda with Dick Blanton riding at the time and holding down the fourth spot.

The ARK 23 entry, sponsored by Ontario Moto Tech, BUB Engineering and Watson Midwest Honda, lost two hours in the pits for repairs with Blanton injuring his arm and unable to continue riding. The Honda returned to the fray two hours later and didn't make it back to the top 10 till 7 p.m.

One of the best races going on was between the WERA/CRRC entry and the Houston, TX, based Demento Racing GPz550 Kawasaki ridden by Andy Robbins, Mark Campbise, Paul Stevenson, George Peckon, and Glen Neighbors. The two teams continued to swap sixth and seventh places and by the end of the sixth hour were both on the same lap.

Team St. Louis' Twin City Honda/Suzuki/TSL racing/Russel Brake Lines-sponsored GS1100 Suzuki continued to run a steady pace and maintain fourth within striking distance of the front three. According to team captain Bob Hayes, "The secret to Team St. Louis' success is the thorough preparation for every race," plus a spare GS1100 used for parts and practice.

At the end of eight hours the pace had slowed only slightly, 98.84 mph and Team MS & S had retaken the lead from Good Times Racing with Fredo Racing in third and Team St. Louis in the fourth position. Team Cowboy had taken over fifth and the battle for sixth and seventh still going strong between Team WERA/CRRC and Demento Racing.

Up to now the temperatures had been hovering in the high 90s all day and the surface of the track was quite rough. There had been concern before race time tires would not hold up. Dunlop Tires had provided the teams with technical assistance and also brought two compounds of rubber for the riders to use. Most of the teams were on Dunlop rubber and everyone had nothing but the highest of praise for the tires. Jim Allen and crew, who remained at the track for the entire 24 hours, said "even the soft compound tires were holding up on the extremely tough track surface."

Nippendenso, sponsors the Triple Crown Series, had almost every bike entered using ND plugs and provided technical assistance through Tom Everaert.

As dusk began to settle in around 8 p.m. problems started to crop up for third place Fredo Racing as a combination of electrical maladies related to their lights. They finally went out completely after dropping to fifth by 11 p.m. when a team member wore a hole through the side cover. Team WERA/CRRC was also having its share of problems when one of the team crashed and tore up the front of the bike. Finding another Seca and taking its front end made the repairs, but they had dropped to 10th by the time the work was finished.

By the halfway mark Team ARK 23 had worked their way back to sixth position and Team Cowboy was running second to the MS & S Kawasaki. By now everyone was settling down, trying not to make any mistakes for the night with teams taking shorter riding stints to avoid fatigue. As the night wore on fatigue had become a problem as some riders were not used to an endurance race of this distance. Some riders were not only participating in their first endurance race but their first road race as well. By one o'clock in the morning Team WERA/CRRC had moved back to the sixth spot with MS & S Racing still holding down the number one spot. At this time the top 10 saw a newcomer with Team Deadline Express moving into the top 10.

At two o'clock in the morning the big change came when Team MS & S crashed and the Good Times Racing Yamaha took over first, with MS & S falling to second and Team St. Louis now in third after Team Cowboy dropped to fourth with battery problems. The crash cost Team MS & S 22 minutes in the pits to replace damaged instruments and work on the top part of the bike. As the night wore on there were several crashes due to drowsiness but no injuries.

Good Times Racing now had a considerable lead over MS & S racing and appeared headed for the win. The MS & S Kawaski was really pouring on the coals to make up the lost time and by three o'clock in the morning had closed the gap to 11 laps, with six hours left it was seven, and by five in the morning the lead was cut to two laps. MS & S Racing was now having their fastest riders pulling alternating riding stints to make up for lost time.

As dawn broke everyone was trying to hang on to the finish with the end now in sight. At six a.m. Good Times Racing had increased their lead to five laps with steady Team St. Louis still lying in third, Team Cowboy holding on to fourth, and Team ARK 23 back in fifth.

At 8 a.m. with only two hours left in the race, MS & S Racing had cut Good Times' lead to one lap. When 9 a.m. approached, the pit area was anxiously awaiting the finish and people began to collect around the finish line. At 10 a.m. after 24 hours of racing, the apparent winner was the Good Times entry with the MS & S entry second. During the course of the race the track was changed twice, once at 8 p.m. and the next morning at 8 a.m., this being done to utilize both the long and the short parts of Texas World Speedway. The rule book states that the team covering the most miles is the winner. Good Times Racing had covered 732 laps but only 1,832 miles as opposed to MS & S covering 731 laps but 1,835 miles. That was three miles more than Good Times covered, having made one more lap on the long portion of the track.

MS & S was declared the winner and celebrations were beginning up and down the pit area as the bikes were returning to their respective pits.

Results

OVERALL: 1. MS & S Racing (1000 Kaw); 2. Good Times Racing (550 Yam); 3. Team St. Louis (1100 Suz); 4. Team Cowboy (900 Hon); 5. ARK 23 (900 Hon); 6. Team WERA/CRRC (400 Yam); 7. Team San Antonio (750 Kaw); 8. Team Budget Racing (550 Kaw); 9. Team Manix (1100 Suz); 10. Team San Antonio #2 (450 Suz); 11. Team Deadline Express (750 Kaw); 12. Team B.B. (500 Hon); 13. Queen City Racing (750 Kaw); 14. Bi Wheel Racing (450 Suz); 15. Demento Racing (550 Kaw); 16. Fredo Racing (900 Hon); 17. Stuart Racing (650 Kaw); 18. Flatland Racing (500 Yam); 19. Moto-Italia Racing (750 M-G).

TEN YEARS AGO

Though results were not official, **Doug Wilford's** score of 2537 earned him the overall win at the Bad Rock Trial, a two-day ISDT qualifier held in Weston, OR. **Billy Uhl** tallied 2579 points for second while observed trials rider **Lane Leavitt** was a speculative third in the wet and muddy round.

After a review of ISDT rules, the Yankee Ossa team of **Dave Latham, Don Cutler** and **Charlie Vincent** were awarded the Trade Team Trophy for the previous week's Trask Mountain Trial, not the Penton East team.

Kawasaki's R&D folks gave Papa Wealey the latest on their "490" MXer — it was actually a 420 and would probably be unveiled in production form at the Laguna Seca National.

Sonny Burres led the way in the Expert main, even after a red-flag restart, and captured the win at the Castle Rock TT. **Jim Einarsson** won the Junior main while **Ricky Graves** led the Novices to the checkered.

After **Dave Aldana** came down with the flu before practice, forfeiting a chance to continue his win streak, **Frank Gillespie** filled in and won the Ascot half mile Expert main over **Jody Nicholas** and **Lloyd Houchins. Tom Horton** edged **Larry Gino** for the Junior main win, and **Rick Hocking** dominated the Novice ranks.

Bill Silverthorn and **Gene Fetty** teamed up on a stock-framed Honda XL250 to win the Baja 500's two-wheeled side. The overall win, on corrected time, went to ex-biker **Bob Ferro** in a Sandmaster buggy.

"Wild" Bill Cody took the Scratch main at Ventura's speedway show while **Don Cullum** topped the Handicap main and the Scratch consy. Farther north in Napa, **Butch Corder** captured the Scratch main win. **Paul Minor, Jr.** came from the zero to win the Handicap main.

The AFM road race at Orange County International Raceway in Irvine, CA, saw **Bob Endicott** win Open Production and 500-Open GP on a Honda and BSA, respectively. **Mike Summer** (Yam) ran away with 250cc GP.

Kevin Stafford was declared the winner of the 100-lap Jim Brockman Memorial TT at South Bay Speedway in Chula Vista, CA, after a protest and lap check showed him a lap ahead of **Sal Peluso,** who mistakenly received the checkered flag first.

The Loudon road race National saw **Gary Fisher** use a pair of Yamahas, a TD3 250 and a TR3 350, to win the 250cc Combined and the National races, respectively. **Mark Brelsford** (H-D) was second in the National and took the point lead while **Kenny Roberts** was the 250cc runner-up. •

Remember When?

Honda Racing burned the midnight oil to develop the ultimate exhaust system for the NS750 flat-tracker.

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SuperTrapp congratulates Scott Pearson and Team Honda. Winner at the Louisville/Winston Pro Series ½ mile.

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2nd Chuck Sun Honda on DUNLOP
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Andre Malherbe went 1-1 in Italy, moving to second in points. (File photo)

World Championship 500cc MX Series: Round 6

Malherbe perfect in Italy

By Neil Webster

MACERATA, ITALY, JUNE 6

Belgian World Champion Andre Malherbe proved he is still capable of taking his third 500cc title in as many years with a double win in Italy.

His victory was tinged with an element of luck as the runaway leader of race two, Suzuki's Brad Lackey, fell four laps from the end to let him through. But the Belgian's return to form in race one was emphatic.

Second into the first turn behind local favorite Franco Picco (Yam), Malherbe took his Honda to the front on the second circuit and stayed there to the flag.

He now goes to second in the series, trailing Lackey by 10 points, but he feels it is a strong position to hold at this stage of the season.

"The bike has now been set up correctly so I can get good starts. When you make good starts it is easier to win," said Malherbe. "I think I can now ride just as well for the rest of the year and I can take the title. I have turned the corner."

Race one got off to a terrible start for the British with Dave Thorpe, Graham Noyce and Neil Hudson gating poorly and being left together in the middle of the pack. Thorpe and Noyce battled with each other to climb through the field, Noyce dived for the same inside line as Thorpe and both went down.

"After the bad start I was just getting going when I went into a bend behind Thorpe and accelerated faster than him. The bikes tangled and we both fell," said Noyce.

Thorpe remounted first, but dropped out of the race two laps later when erratic Maico-mounted Italian Pietro Michele put an end to the teenager's dash through the field by forcing him wide and almost into the crowd on another bend.

"After that I just decided I had no chance of getting back into the points and thought I should save myself for race two," said Thorpe.

He rode strongly in the second moto to salvage fifth and six points from the race and edge one place up the championship ladder to sixth.

Noyce struggled hard to make up ground lost in the fall and clawed through from 23rd to ninth for his only points of the day.

His second outing lasted less than a lap when he dropped his Honda again after another bad start. "Then I couldn't kick the bike back to life and by the time it was going I was dead last and there was no chance left," he said.

Hudson turned in a solid ride in the opener to edge his way into fifth behind Hakan Carlqvist, but as he changed his line through a bend in an attempt to get by, hard charging Lackey went through on the normal line, pushing Hudson down to the sixth he held at the close.

Lackey had also recovered from an awful start which left him down in 17th on lap one, and he had to ride with his rear tire almost torn to shreds by the stony track.

Lack of rear-end grip led to Lackey falling from fifth to seventh as his Suzuki slipped away on a sweeping bend and put him on the ground at three-quarters distance.

He managed to retake Hudson, however, for a couple of vital extra points which leaves his series lead unchanged at 10 points.

A fall also lost Lackey valuable points in race two. After leading from the start of the race Lackey built up a massive lead ahead of Malherbe until gremlins struck with only a few laps left.

"I don't know what caused it, but the front brake jammed on as I came down a hill and it just pitched me over the top," he said.

The fall let Malherbe through but it would have been worse for Lackey had not third place Andre Vromans dropped his own Suzuki on the same lap.

Lackey mounted a fierce charge to get his lead back, but time was not on his side and Malherbe took the flag with just over a second to spare.

Vromans' fall allowed Hudson to scrape in for his third, but Belgian Vromans had already taken second in race one, and he took second to Malherbe overall. The Suzuki rider also kept his place as the potential dark horse of the season, to hold third spot in the series, only six adrift of Malherbe.

Carlqvist continued to scrape together a few points with a first race third, but still has to nurse an injured wrist, broken at Easter. The joint was not strong enough to see him through race two. With only two laps gone the Swede could not hold his Yamaha as it bucked down one of the steep Italian drops, and he was thrown off and out of the race as he fell heavily.

"My wrist is still too weak to race properly," he said. "It was not strong enough to hold on so I fell. It was not my day."

Riding a 1981 works Honda for the first time, American Gary Semics was a man with a mission—to prove he was good enough for full works backing. In race one he went hard from the off and held third until three laps from the close when Carlqvist picked him off, pushing him to a still creditable fourth, the only non-full works rider to get in the first six.

Riding just as strongly in the second race, Semics moved into fifth after holding Thorpe at bay for a long time, but then hit a bump while going too quickly down a drop and collected a sprained hand as he hit the deck. He got back on to take a courageous seventh but had to wrap his hand in ice packs as soon as the race finished.

"It could have been a lot better, but I am quite happy with two pretty good rides," he said.

Home hero Franco Picco meant to produce the goods for his fans, and he collected his first points since the season opener in France in the process. Leading from the start of race one, to the joy of the fanatical Italian crowd, Picco couldn't stay with the pace but held on for a good seventh, behind Hudson.

He also led into bend one in the second race but a fall saw him complete the lap in 23rd. With the cheers of the crowd worth an extra two seconds a lap, however, Picco made a brilliant recovery, scything through the pack to come home in eighth.

Fellow Italian Pietro Michele gave the fans something extra to shout about by chalking up two surprise scoring rides, in ninth and 10th.

Young Finn Jukka Sintonen continued to look good, but was still too prone to crashing. His first race came to end in the early stages.

Again in race two Sintonen got a flying start and after holding second for the first two laps settled for fourth with Neil Hudson right behind him.

Hudson managed to get through after a long battle, but then the Finn fell again and lost another place to Semics.

Thorpe finally pushed Sintonen into sixth as he charged through for his fifth spot. •

Results

1. Andre Malherbe (Belgium - Hon); 2. Andre Vromans (Belgium - Suz); 3. Brad Lackey (USA - Suz); 4. Neil Hudson (GB - Yam); 5. Gary Semics (USA - Hon); 6. Hakan Carlqvist (Sweden - Yam); 7. Franco Picco (Italy - Yam); 8. Dave Thorpe (GB - Kaw); 9. Jukka Sintonen (Finland - Yam); 10. Patrick Fura (France - Hus); 11. Pietro Michele (Italy - Mai); 12. Graham Noyce (GB - Hon); 13. Bo Edberg (Sweden - Hus).

1st MOTO: 1. Malherbe; 2. Vromans; 3. Carlqvist; 4. Semics; 5. Lackey; 6. Hudson; 7. Picco; 8. Fura; 9. Noyce; 10. Michele.

2nd MOTO: 1. Malherbe; 2. Lackey; 3. Hudson; 4. Vromans; 5. Thorpe; 6. Sintonen; 7. Semics; 8. Picco; 9. Michele; 10. Edberg.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Lackey (104); 2. Malherbe (94); 3. Vromans (88); 4. Hudson (87); 5. Noyce (78); 6. Thorpe (66); 7. Bruno (51); 8. Semics (40); 9. Sintonen (34); 10. Carlqvist (33).

World Championship 250cc MX Series: Round 6

LaPorte lands first GP win in France

By Neil Webster

CORSEUL, FRANCE, JUNE 6

Danny LaPorte took the overall victory at the French 250cc MX GP, thanks to a first race win.

The American took his works Yamaha to a narrow win over Maico's Hans Maisch, after early leader Dave Watson (Yam) was brought down in a first bend clash with Rolf Dieffenbach (Hon) and Mike Guerra (Hus).

LaPorte quickly pulled a good lead, but dropped to third after falling and had to fight hard to reclaim the lead by the flag.

He also crashed in the second race while dicing for the lead with Dutchman Kees van der Ven (KTM), and had to settle for third.

Guerra managed to climb to eighth in race one after his spill and got a good fourth second time out to move into fifth in the title chase.

LaPorte now holds third, only two points behind second man van der Ven. •

Results

1. D. LaPorte (USA - Yam); 2. K. van der Ven (Holland - KTM); 3. H. Maisch (W. Germany - Mai); 4. R. Dieffenbach (W. Germany - Hon); 5. G. Rahier (Belgium - Suz); 6. M. Guerra (USA - Hus); 7. D. Pean (France - Kaw); 8. D. Watson (GB - Yam); 9. H. van Mierlo (Holland - Suz); 10. W. Wallinger (Austria - Puc); 11. A. Massant (Belgium - Suz); 12. W. Simpson (GB - Mai); 13. E. Sundstrom (Finland -Suz); 14. E. Albert (Belgium - Yam); 15. M. Nyberg (Sweden - Suz).

WORLD CHAMPIONSHIP POINT STANDINGS: 1. G. Jobe (108); 2. van der Ven (91); 3. LaPorte (89); 4. Dieffenbach (70); 5. Watson (68); 6. Guerra (49); 7. Kinigadner (47); 8. Laquaye (43); 9. Tarkkonen (30); 10. Rahier (19).

World Championship 125cc MX Series: Round 6

O'Mara aces Swiss GP

FRAUENFELD, SWITZERLAND, JUNE 6

Honda's American sensation Johnny O'Mara blasted to a double victory at the Swiss 125cc Grand Prix, his first European classic.

Drafted into the Honda team to provide a cutting edge for their team, "Johnny O" now moves into eighth place in the series. •

Results

1. J. O'Mara (USA - Hon); 2. E. Geboers (Belgium - Suz); 3. C. Maddii (Italy - Gil); 4. M. Rinaldi (Italy -Gil); 5. H. Everts (Belgium - Suz); 6. J. Vimont (France - Yam); 7. M. Andreani (Italy - KTM); 8. M. Velkeneers (Belgium - Yam); 9. M. Sugio (Japan -Hon); 10. Y. Khudiakov (USSR - Cag).

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Velkeneers (112); 2. Geboers (107); 3. Rinaldi (97); 4. Maddii (96); 5. Everts (84); 6. Watanabe (57); 7. Sugio (35); 8. O'Mara (30); 9. (TIE) Andreani/Vimont (28).

(Our regular European correspondent's coverage of the Swiss 125cc MX GP failed to arrive by presstime. With the help of the International postal service that coverage will be published next week . . .Editor)

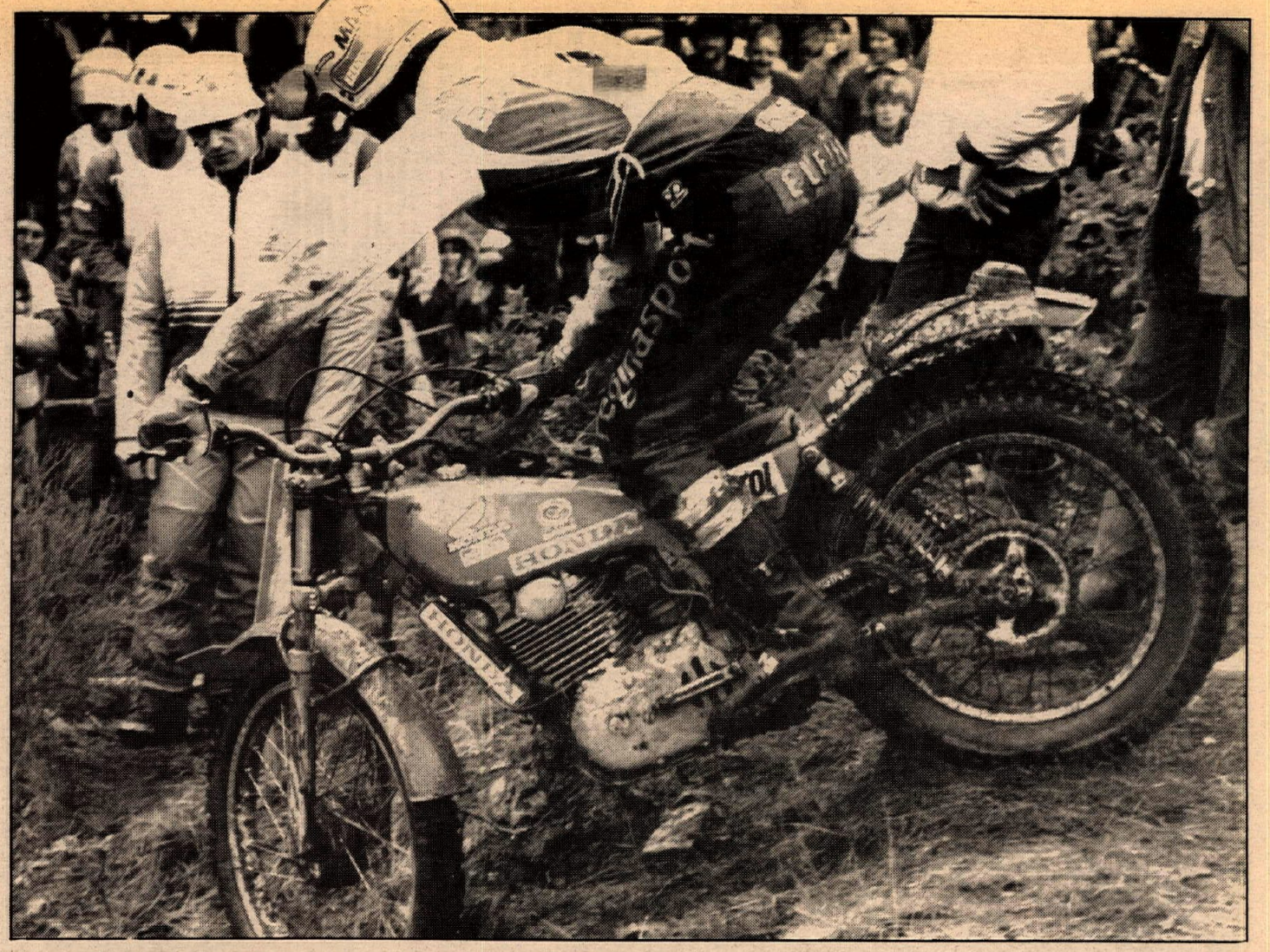
World Championship Observed Trials Series: Round six

Lejeune, Schreiber 1-2 in West Germany

By Mike Rapley

STUTTGART, WEST GERMANY, MAY 30

After five rounds, Eddy Lejeune, the young Belgian Honda rider, had the distinction of finishing either first or second in each championship event, and once again at the halfway stage in the title battle, Lejeune proved that he is the current master, by annexing a tremendous 24 mark win over Bernie Schreiber.



Eddy Lejeune decidedly beat Bernie Schreiber, 19-43, for the win in West Germany.

Based on the edge of the Black Forest near Stuttgart, the sixth round of the series proved once again that only two men have any real chance of taking the title. Lejeune has 84 points while Schreiber has 73, with defending champion Gilles Burgat still in touch with 59 points, but gradually slipping further adrift.

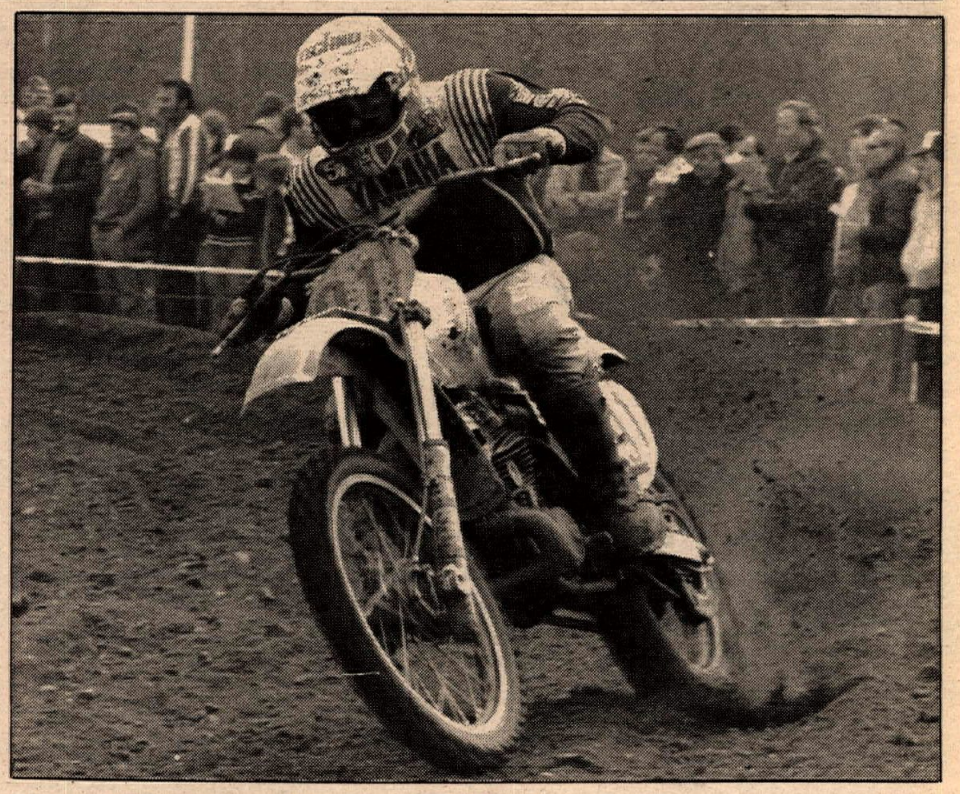
Just as if to emphasize his current superiority, Lejeune opened his account by completing the opening lap of 17 sections around an 18 kilometer course for the loss of just five marks. He was the only rider in single figures with eventual third placed Toni Gorgot completing the lap on 11, Burgat had dropped 12 and rather surprisingly, young John Lampkin posted fourth with 16. On 19 lost, Schreiber was in seventh place.

Lejeune's second lap of four was simply incredible and short of a disaster he had to win. Schreiber improved dramatically and with nine to his credit after his second tour he had improved to third, still with Gorgot in front of him.

In the predominantly dry conditions with sections in rocky dried up river beds, through winding paths in the forests and a couple of slippery hillclimbs, Lejeune's Honda was in its element, yet the Belgian doubled his first lap score to record a measly ten and complete the trial for a total of 19.

Bernie knew that he couldn't match Lejeune on the day, so set about the task of pegging back the Spaniard Gorgot. He managed it when Toni dropped more than twice his previous lap scores, yet while he dropped to third he was still clear of John Lampkin who remained consistent all day and stayed in fourth place.

It was certainly a day for the British riders for they only had three competing and all three scored points. Peter Cartwright scored his first ever World Championship points with eighth place, while Martin Lampkin finished ninth.



Danny LaPorte earned his first MX GP win in the French 250cc round.

John Lampkin's ride was the talk of the day, and in clinching eight points he moved ahead of Uncle Martin in the title table.

Scott Head and Morgan Cavanaugh both competed, finishing 26th and 29th, Scott particularly wishing he could find the form that took him into the points in the opening round in Spain.

Curt Comer was another American who made the trip into Europe, and he was well pleased with his performance. The experienced youngster, who still reckons the six months he spent riding in England did him a world of good, proved he was right for he finished in thirteenth place, above many more experienced campaigners.

For riders of their experience, Yrjo Vesterinen, Charles Coutard and Jaime Subira all dropped mighty clangers. The time limit of 7 hours and 20 minutes was more than adequate to complete the course, especially as three sections and a couple of kilometers of the route were cut out.

Yet these four spent so long inspecting some of the sections, that they were almost bound to be excluded for being late, and of course were when they clocked in over their schedule. •

Results

1. Eddy Lejeune (Belgium - Hon) 19; 2. Bernie Schreiber (USA - SWM) 43; 3. Toni Gorgot (Spain - Mon) 47; 4. John Lampkin (Britain - CCM) 58; 5. Gilles Burgat (France - Fan) 62; 6. Juan Freixas (Spain - Mer) 66; 7. Ulf Karlson (Sweden - Mon) 70; 8. Peter Cartwright (Britain - Ita) 72; 9. Martin Lampkin (Britain - SWM) 82; 10. Thierry Michaud (France - SWM) 83.

WORLD CHAMPIONSHIP POINT STANDINGS: 1. Lejeune (84); 2. Schreiber (73); 3. Burgat (59); 4. Gorgot (34); 5. Karlson (17); 6. (TIE) Galeazzi/Coutard (16); 8. Michaud (15); 9. John Lampkin (14); 10. Jaime Subira (13).

Interview: Ron Hendricksen

Pied piper to the MX youth

By Lance Bryson

They came from 46 states last year; 7,000 people descending upon Ponca City in Oklahoma for the grand finale in the National Motosports Association's Grand National Championship MX Series. Of the 7,000, there were over 2,000 entries in the race itself. Sixty-seven classes ran two motos apiece, and that was before the run-offs for the larger divisions.

And it wasn't the first time, nor the last, that the NMA has hosted a big event. There have been five Grand National Championships at Ponca City, and the first NMA championship race ran at Houston's Rio Bravo Cycle Park in 1977.

The NMA's other big single event is the World Mini GP, which has run annually in southern California since 1972. The NMA was founded in the year before, spearheaded by present head honcho Ron Hendricksen and a group of other fathers of minicycle-riding youngsters.

The NMA started with a regular program of minicycle-only races at Indian Dunes, and from that they expanded across the country beginning in 1974. Hendricksen's current partner, Ted Moorewood, joined the organization. Like Hendricksen, he came in the world of minicycling through his son.

Since then, the NMA has expanded to 20 regions across the country, and their program to include up to 250cc motorcycles.

Graduates of the NMA program include Jeff Ward (one of the earliest NMA stars), Broc Glover, Brian Myerscough, Scott Burnworth, Erik Kehoe, George Holland, Johnny O'Mara and Jim Holley. Georgia's Billy Liles went from winning the 250cc Expert class in Ponca City last year to making the finals of Supercross races this year.

To find out how this all came about, we recently sat down to talk to Hendricksen. The discussion took place at his other place of business, a printing company that he owns.

How did the NMA come about?
We started in 1971. I and two other fathers were taking our kids individually out to Saddleback with their little minibikes. They were true minibikes with Briggs & Stratton type engines and eight-inch wheels. There wasn't any place for them to really ride such a thing so we set up a little makeshift course in the parking lot, using the track barrels for the kids to run around.

We were able to convince Saddleback to start a mini racing activity, and it started out with probably about 20-25 people, young riders and their parents. As that progressed, we went up to Indian Dunes and convinced them that we'd like to start a mini activity there too.

The World Mini Championship National — how did that come about?
The World Mini Grand Prix started in 1972 and has a unique name; in fact it's somewhat of a misnomer. We got to thinking that it would be really neat to have a big event at Indian Dunes and we looked at the regular motocross track as opposed to the little mini track that we were running on and we thought, "Boy, that thing is so long." It's almost a mile long. If we send the kids out there on their little bikes after we smooth it all off it would be like they were in a long course grand prix. So we decided to call it a grand prix world championship.

Of course today, with the equipment the kids have and the ability that we've developed through NMA, the Experts are covering that same kind of course as fast as 125cc Pros are. But at the time it looked like a giant grand prix, a 7-8 mile course to a motorcyclist in the eyes of the young minibike rider. So that's the reason for the name and we've kept the name because of its world-renowned history. And we now have the World Mini Grand Prix at Saddleback Park but it is a motocross event for minicycles and motorcycles.

How did your national program come about?
Well, we were doing the World Mini GP and a lot of other events. We went to Texas and put on a major event. We went to Florida and had a major event in Orlando. This was all during 1972 and 1973 and just part of the growth that started developing with what we were doing in NMA.

Finally we decided that in 1974 we would start what we would call our "Nationals," or a national program and that began with a four-race series across the country. It was in Indian Dunes in California; Houston, TX; Tuscaloosa, AL; and Orlando, FL. That was the beginning of our national program.

Then in 1975 we expanded that. Again it was a tour, so to speak, of 11 races across the United States. Then as we grew further with it into 1976, we came up with the idea of involving more kids and more families and making it more economically feasible to separate the country into regions and we separated the country in 1976 into four regions. And then the regional top qualifiers, moved on to Springfield, MO, where we had our very first Grand National Championship.

In 1977 we had quite an expansion, growing to eight regions. We moved our Grand National Championship to Houston's Rio Bravo Raceway. The eight regions brought us some 600-plus entries from about 22 states. A lot of this activity, of course, was west of the Mississippi at the time and then down through the south and into Florida.

In 1978 we expanded again to 12 regions and that was our first year we had the Grand National Championship at Ponca City, OK, which now has become, we believe, the most well-known motocross event in the world. In '79 we moved up to 14 regions and it has been a growth factory right up to the present. Last year we had 17 regions and this year we have 20 regions with the country virtually completely covered to present a true Grand National Championship.

Can you go from region to region to qualify?
Whichever region that you begin your activity in, you stay in as far as qualifying. In other words, the Western I region, began on May 8-9 at Las Vegas. If you raced that event you're in that region. You can't switch over to the Arizona region or go to northern California and race in that region to qualify. We do allow you to go race the events but your points won't qualify you or transfer to your region to qualify you to go to Ponca City. We don't disallow anyone who belongs to NMA to race any NMA races.

With the amount of travel and the amount of money being spent at races, do you find some of the racers and parents getting burned out and coming up short of dough?
Well, I think it's the American way to find your way to progress and if you can't afford it, you can't afford it and you're simply aren't in it. We do everything we possibly can from the standpoint of cost; whether it be the fact that you are able to stay pretty well in your own locale and qualify and then plan your vacation and plan your economics for that one big trip to what we think is a very well-run and a very worthwhile event. We do feel that there is an economic pinch, but by the same token to the best of our knowledge, we think we've got to the pulse of the country.

Why Ponca City in Oklahoma for the Grand Nationals?
Ponca City is probably the most unique facility and town in the United States when it comes to this kind of activity. First of all, Ponca City is right in the center of the country. We all have to go the same distance, meaning the rider in Florida, the rider in Washington, the rider in Texas, the rider up in New England, etc. So it is centrally located.

Secondly, I've personally seen some 60 to 70 motocross facilities through-

out the United States and when you put everything all together, Ponca City is the best and we're very proud of it. It was kind of a unique way that we found Ponca. As I mentioned, we put on our 1977 Grand Nationals in Houston at Rio Bravo which was a good track but we had some weather problems, plus we wanted to get a little more centrally located. So in '78 we contacted our central region manager and asked him if he knew of any facilities and he mentioned Oklahoma City and Wichita, so we flew in and met him in Oklahoma City and looked that facility over. And then we drove on up to Wichita to look at that facility. On the way, as we were going up the Interstate highway, we noticed this big green and white Interstate sign that said, "Ponca City Motocross Track." And we thought that was very unique — an Interstate highway sign pointing out a motocross track. So on the way back from Wichita after looking at that facility, we anxiously went to Ponca City to see what the Ponca City motocross track was and when we got there we found that it was a brand new facility on a beautiful piece of property that the city was holding to make a city park out of. A few of the town fathers had convinced the remainder of the town fathers to start a motocross track and we were very impressed and very excited.

This year for Ponca City, we're adding an additional 20 acres of grass covered pit area. The entire facility, of course, is grass, including the start area. We're adding more restroom and shower facilities. We're going to have some interesting nighttime activities for the kids to be involved in. We're going to improve the access with an entrance and an exit.

The Ponca City story is quite unique in the fact that we present the event with the Ambucs, the American Businessmen's Club chapter there in Ponca City. The Ambucs are comprised of virtually every town father in Ponca City. We get tremendous cooperation from the mayor, city commissioners, the bank presidents or whatever, they're all Ambucs and they're all wonderful people. They're very enthusiastic about this kind of activity.

The one unknown thing about the Ambucs is what they do as a result of the Ponca City Grand Nationals. When it's all over with, their net proceeds from the event go to a blind children's charity so it isn't a case of dealing with a promoting track or with an individual where there's an attempt at saving, whether it be toilets or other types of facilities. Anything we need, the Ambucs come forth and present it and when it's all over with, they count what they have left and give it to charity. I think it's very commendable and it's probably the only place you're going to find this sort of thing in the motocross scene.

How many races must you attempt to qualify at for Ponca?

This is the way it works: Let's say you have five races in your region. You have to finish in the top 10 of the classes that you choose to race in. And then you also have to compete in a minimum of 50%; so in the case of five you'd have to have competed in three of the events and have finished in the top 10. So it isn't mandatory that you race all of those five events, it's just required that you finish in the top 10 so if you can do very well in three of them you don't have to go to any more.

What we're trying to present here is really a reverse of the cost of qualifying by way of the fact that we're presenting a race program in the rider's home region which is one of the finest series going on in their own locale. •

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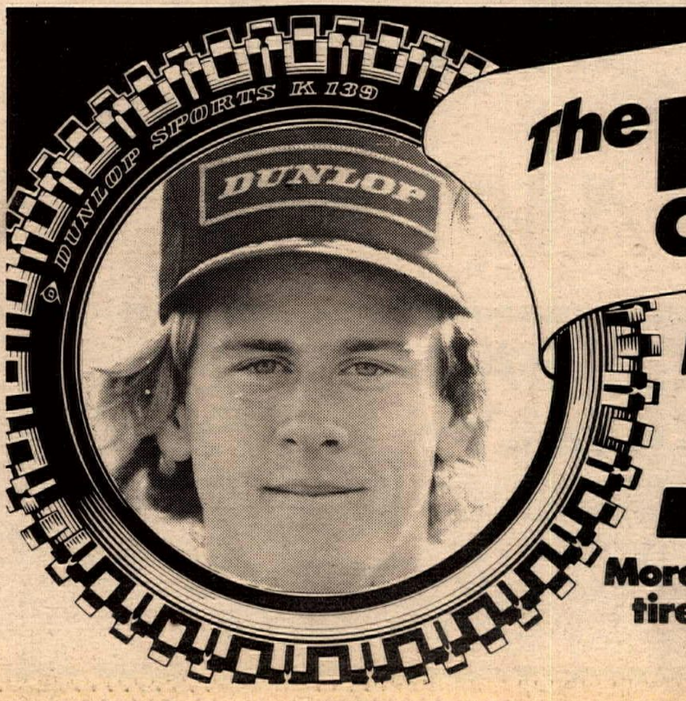

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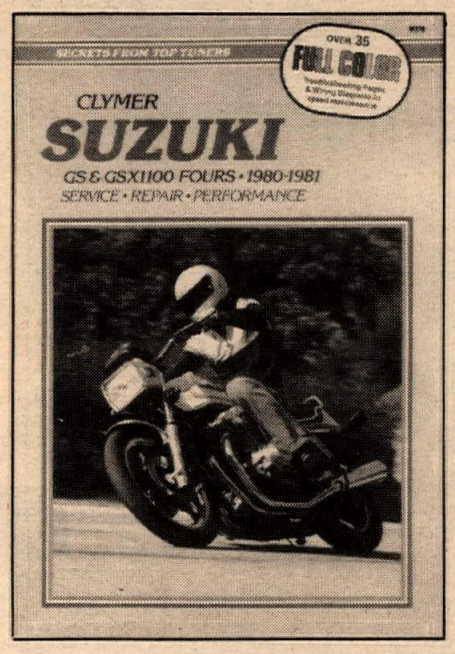
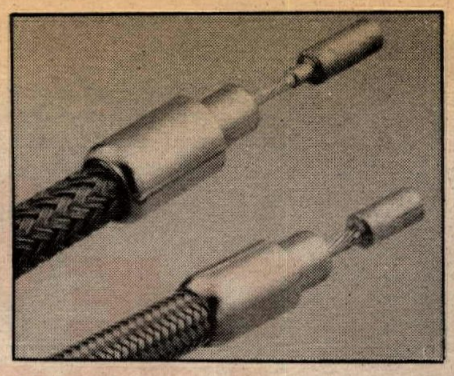
NEW PRODUCTS

You might think this rider's name is O'Neal, but it isn't. It's 500cc MX World Champion Andre Malherbe. He wears riding gear from the Ultra-Lite Apparel Line distributed by O'Neal. For a catalog showing the full Ultra-Lite line and other items, send $5 to O'Neal USA, Dept. CN, 9555 Owensmouth Ave., Chatsworth, CA 91311. (Dealers, write on letterhead for free catalog.)



If you own a Suzuki GS1100 and like to do your own maintenance then a Clymer service/maintenance manual is a must for your workshop. The manual covers all 1980-81 models including GSX machines designed for non-U.S. distribution. Features include over 30 pages of full color wiring diagrams and troubleshooting tips. The emphasis is on servicing the highly advanced electrical components found on this model. See your dealer.

Does your son or daughter like grown-up style helmets, but can't find any that fit? Simpson's Model 52 Off-Road Helmet is now available in a junior size version. The helmet is designed to fit smaller sized heads, but is just as light and tough as the regular sized version. The helmet comes in red, stadium yellow and moto white. See your Simpson dealer for all the styles.

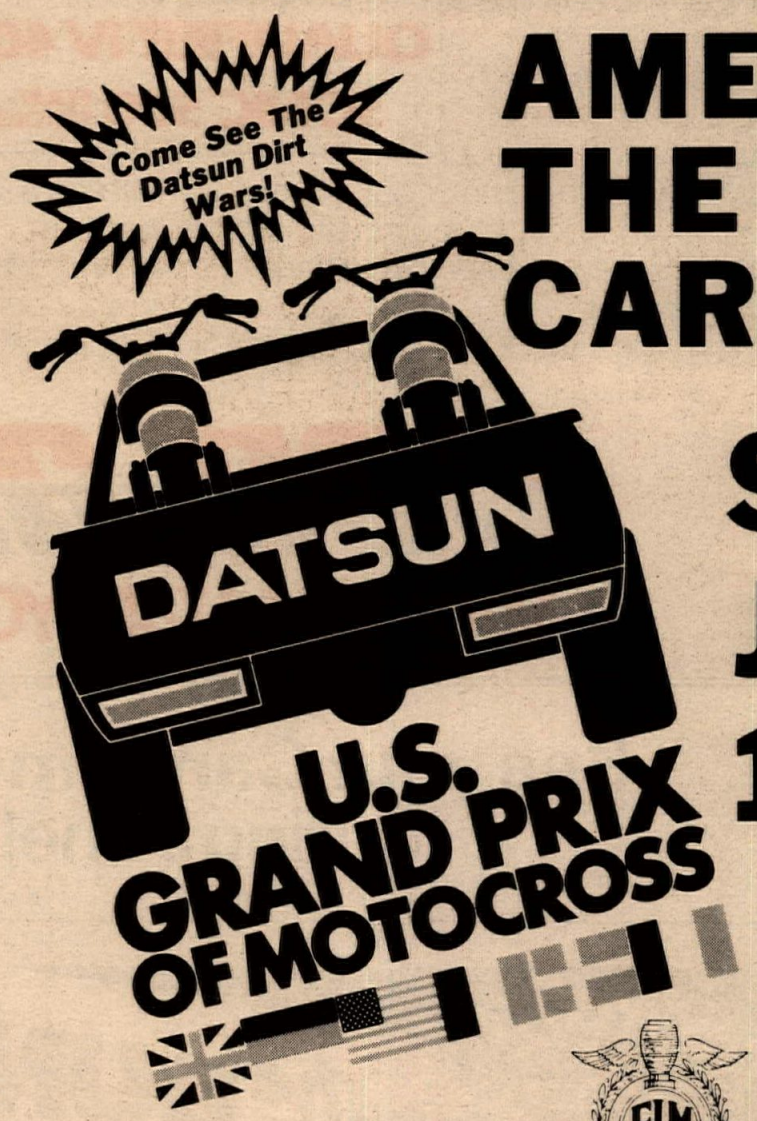


Harley-Davidson has braided clutch and throttle cables available in stainless steel or brass. Clutch cables are available for 1968 and later FL models and '71 and later FX models including eight inch oversize versions. Throttle cables, including eight inch oversize versions, are available for 1976-80 FL, FX and XL models plus throttle and throttle return cables found on 1981-82 models.

How about a helmet to match your GPz? Kawasaki's got one for you. It's their GP Helmet, a Bell Star in firecracker red with navy and silver graphics to match your bike. The suggested retail price is $165 at your Kawasaki dealer.

500cc WORLD International Motocross

AMERICA vs THE WORLD CARLSBAD, CA



SUNDAY, JUNE 20, 1982

A field of 40 of the world's top riders from 8 factory teams battle their way up and around the hills of Carlsbad. Lining up on the start will be Andre Malherbe, Graham Noyce, Brad Lackey, Hakan Carlqvist, Andre Vromans, Gerrit Wolsink, Chuck Sun, Kent Howerton, Broc Glover and many, many more.
It is action from the word Go! Two World Championship Motos, two 250cc Support Motos, an unbelievable, never before seen, death defying stunt by aerobatics star Art Scholl and a special dare-devil motorcycle side car race.

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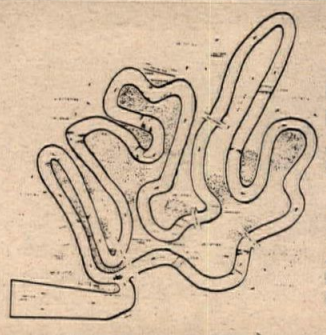
Don't Miss The Datsun Display

CARLSBAD RACEWAY

The Datsun USGP is your best entertainment value anywhere! Only $2.00 per hour!

Directions:
Just Southeast of Oceanside, CA, 5 miles east off Interstate 5 on Palomar Airport Road.



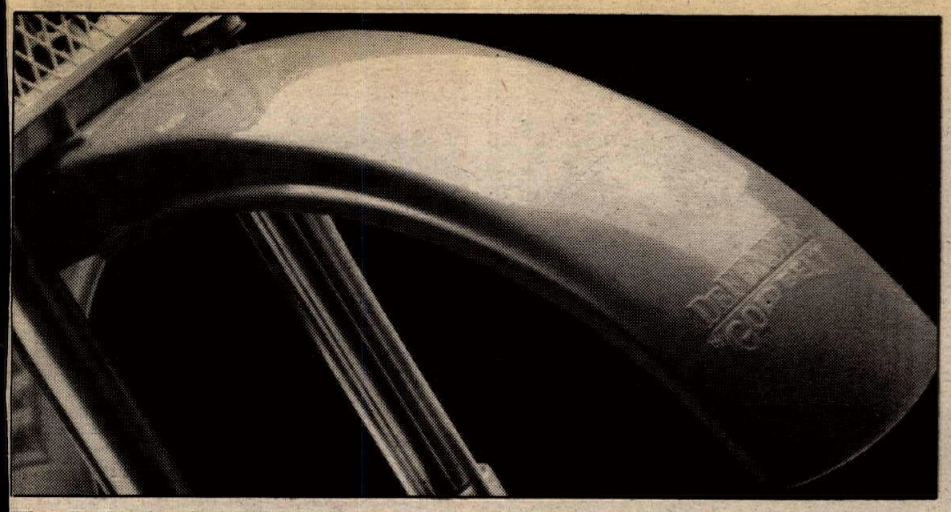
Advance Tickets:
Pick up discount ticket coupons at any participating Datsun and Suzuki Dealer.

Advance tickets available at all Ticketron Outlets.

Advance Prices:

General Admission:
Adults $12
Children ..... $ 7
(under 12 years)

Grandstand
All Seats $20
(includes admission)



The DeFender by Gold Belt was designed for use with long-travel suspension. They're made to fit most popular off-road and MX bikes and are available in red, blue, white and yellow. A unique design directs mud and water down and away from the fender's leading edge thus keeping the bike and rider cleaner. The DeFender Louvers in the rear portion of the fender can be opened for additional engine cooling. Check out your favorite dealer who carries the Gold Belt line.

Check out Smith SMX Goggles at your favorite Malcolm Smith Racing Products dealer. The goggles were designed by Dr. Bob Smith -- no relation -- to fit all face shapes for a positive comfortable seal. The goggles allow a wide field of vision and are well vented for cooling. There is also a through-the-lens vent option for more cooling. Lexan lens are standard. Suggested price is $19.95.

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TEAM AMERICA vs EUROPE

Brad Lackey	Suzuki
Chuck Sun	Honda
Kent Howerton	Suzuki
Danny Chandler	Honda
Mike Bell	Yamaha
Marty Moates	Honda
Darrell Shultz	Honda
Alan King	Suzuki
Goat Breker	Kawasaki
Gary Semics	Honda
Donnie Cantaloupi	KTM
Mickey Kessler	Maico
Gary Pustelak	Maico
Jimmy Ellis	Honda
Phil Larson	Honda
Bill Grossi	Husqvarna
Andy Stacy	Maico
Steve Rhyan	Honda

Andre Malherbe	Honda	BELGIUM
Graham Noyce	Honda	ENGLAND
Hakan Carlqvist	Yamaha	SWEDEN
Neil Hudson	Yamaha	ENGLAND
Andre Vromans	Suzuki	BELGIUM
Gerard Rond	KTM	HOLLAND
Jean-Jacques Bruno	Suzuki	FRANCE
David Thorpe	Kawasaki	ENGLAND
Jaak van Velthoven	KTM	LUXEMBOURG
Gerrit Wolsink	Honda	HOLLAND
Georg Reiter	KTM	AUSTRIA
Bertil Ovgard	Yamaha	SWEDEN
Ivan van den Broeck	Maico	BELGIUM
Conny Carlsson	Yamaha	SWEDEN
Patrick Fura	Husqvarna	FRANCE
Bo Edberg	Husqvarna	SWEDEN
Tom Flink	Husqvarna	FINLAND
Geoff Mayes	Maico	ENGLAND
Jan Kristoffersen	Yamaha	NORWAY
Ross Pederson	Suzuki	CANADA
Mike Harden	Yamaha	CANADA
Jaak Verwaayen		HOLLAND

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250cc SUPPORT RACE
This is a National within a National!

Broc Glover	Jim Tarantino	Doug McRae
Jim Gibson	Clint Hardick	Steve Burdette
Johnny O'Mara	Ed Arnet	John Saggau
Jeff Ward	Johnn Spaw	David Hay
Warren Reid	Mike Monaghan	Richard Garcia
Scott Burnworth	Jeff Jennings	Scott Manning
Rick Johnson	Phil Oveland	Troy Manning
David Bailey	Juan Benavidez	E. Vincent McMahon
Kris Bigelow	Robert Reisinger	Tim Lunde
George Holland	Dean Cates	Timbo Richardson

Art Scholl Air Exhibition
Prof. Art Scholl's Aerobatics, star of 'That's Incredible' and movies will perform incredible new stunts never seen in public!

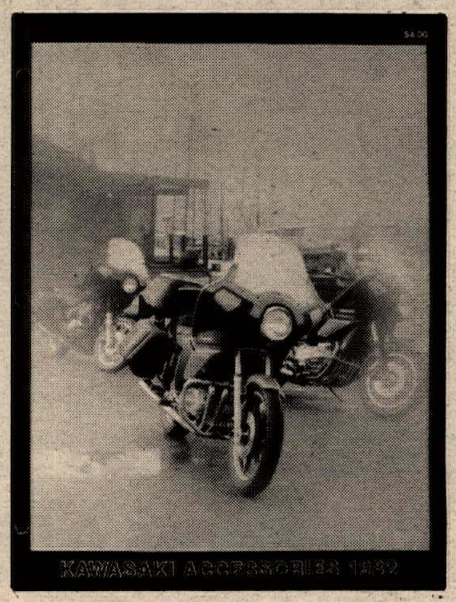
Free Motorcycle Parking:
Those who ride their motorcycles to the USGP will get free secured parking courtesy of U.S. Suzuki

• Race Day Schedule!
Saturday, June 19
9:00 — 11:30 am
Sign-up and tech, El Camino Real Shopping Center
Meet the International riders.

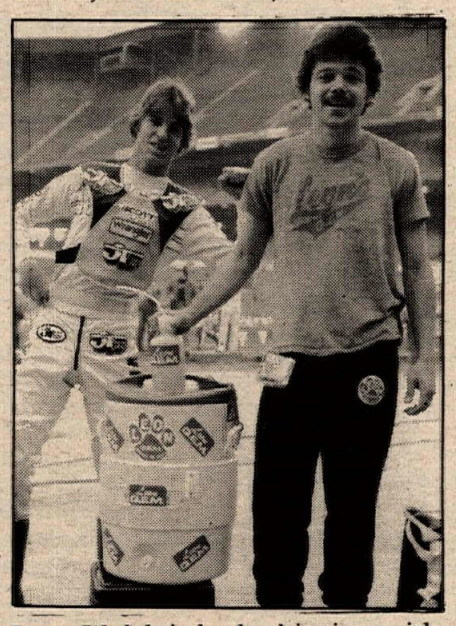
Sunday, June 20

8:00 am	Gates Open
10-11:00 am	Qualifying
12:00 noon	Opening Ceremonies & Parachute Drop
12:30 pm	Racing Begins

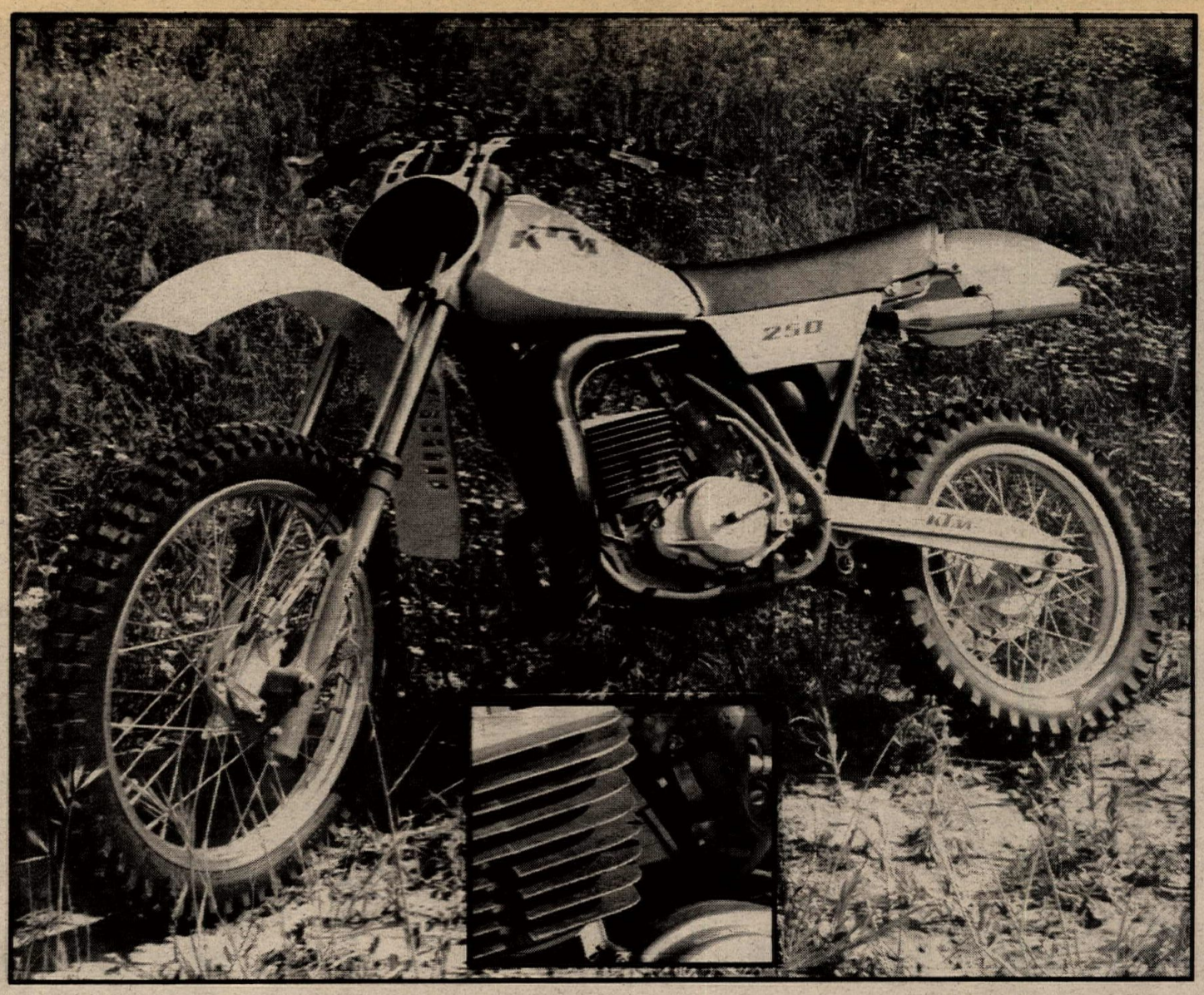
Two 250cc Support Motos
Two Datsun USGP Motos
Art Scholl Aerobatic Display
Special Sidecar Race



Here's Kawasaki's wish book for 1982. The accessory catalog may be obtained for $4 from your local Kawasaki dealer. It contains 112 color pages of anything and everything you could possibly want for your Kawasaki, including competition accessories, fairings, street/touring, sports/cruising and cruising/touring items. Ride on down to your dealer today and tell him *Cycle News* sent ya.



Leon Wolek is back, this time with Leon's Q.E.M., a delicious way to quench your thirst before, during or after the races. Q.E.M. replaces vital body nutrients which are used during heavy physical activity. 125cc National and Supercross Champion Mark Barnett uses Q.E.M., as well as 500cc National and Trans-USA Champion Broc Glover and other top MXers, such as Rick Johnson (left). Q.E.M. mixes from a dry concentrate. Two packs, which mix one gallon each, are $5, or ten packs are $20. Order them from Leon's Q.E.M., Dept. CN, R.R. #1, 32nd Court, Hobart, IN 46342.



Impression: KTM 250/II XC

Austrian all-rounder

By Karel Kramer

Many of us have suffered the consequences of the "big brother" or "big sister" syndrome. You know the one: Your less than favorite school warden/teacher peers over her spectacles at you, a difficult task with her nose as far in the air as it commonly resides in your presence, and informs you that when your older sibling was there, they were everything that you, in her opinion, aren't.

KTM's new 250 Pro-Lever cross country has it worse than you ever did. With the advent of KTM's 495 (Lookee, Harold, the same frame and *twice* as much motor!) the lowly 250 has all but faded from the view of the potential buyer. The overshadowing is a shame, because KTM still builds a fine 250. Our test bike is one of the three models of 250s that come from the Austrian factory this year.

Ours was a six-speed, wide ratio cross country or desert and off road model, designated the 250/II XC. Also offered are a five-speed Pro-Lever motocrosser and a twin shock enduro bike. The MX and XC models share the same frame.

There are few bikes on the market today that have the all around aplomb that the KTM has. In these days of specialization, here's a bike that can compete satisfactorily in motocross, enduros, desert races and cross-country — where its strongest suit lies — and still make a fine trail bike. On top of its other talents, the KTM comes equipped with the best of accessories and a variety of options are available to help it lead such a dual life. On the negative side of the slate are a high price tag and some small problems like those that come stock on all bikes that come from manufacturers that use a small, elite design team.

Features

When the KTM first rolled out of the van, it was a very striking motorcycle. White bodywork is set off by orange that coats the fork sliders and frame. Nearly everything else on the bike is finished in simple aluminum in its polished or cast state. Beneath the orange paint is a chromoly steel tubular frame that appears, and is, light and strong. The frame is very spartan, housing no excess brackets or gussetting, and has a removeable rear frame subsection.

Since the coming of single shock suspensions, rear frames have been reduced in purpose and strength to serve as seat and airbox supports. Consequently they are frequently bent up in the life of a normal dirt bike. To be able to remove it and straighten it seems to be a plus. The rear frame can also be loosened, rotated back and the airbox washed out at the car wash.

Up front, a Marzocchi telescopic fork assembly with 40mm tubes travels 300mm, around 12 inches. Our forks got better with use and fiddling. We went to five weight oil, five and a half inches from the top of the tubes with the fork compressed. We got the action working well to soak up bumps, but rebound was a bit too quick. In the rear, a single Fox Factory Twin-Clicker shock controls the action of the aluminum swingarm. The shock also worked much better after break-in. Travel in the rear is a hair short of 13 inches.

A black-painted handlebar with Magura controls sits atop the triple clamps. KTMs come with Magura shorty levers. We fitted longer ones to aid in pulling the stiff clutch and to help put the squeeze on the rather limp-wristed front brake. While on the subject of brakes, the brakes at both ends had good feel and the back was strong enough. Both wheels proved strong and are very light, contributing to an overall feathery feeling to our 250. It felt like one of the lightest 250cc motocrossers we have encountered in recent experience.

Wrapped around the Sun rims are a pair of the tire industry yardsticks, Metzelers. As expected, they were excellent.

We tested our bike with two gas tanks. For motocross we used the standard two and a half gallon model which was good for *two* 45 minute Expert motos, and for cross-country, desert and enduros we used the optional three and a half gallon model. We don't like to check fuel economy at the risk of walking in the desert, so we can only say that the KTM did 40 mile loops on what appeared to be less than a half tank of fuel.

The XC has the same basic motor as other 250 KTMs but is fitted with a six-speed, wide ratio gearbox. A lighting coil and heavier external flywheel ignition are also different and these items together are what make the KTM such a fine all-rounder. The transmission has very well spaced ratios that accommodate most cross country and off-road situations. The engine pumps a fine brand of horsepower through the six-speeder. It comes on very smoothly and will actually work down low with a bit of throttle control. Hills of pretty fair grade can be climbed out of the powerband. The power curve drops off on the top, but stir the gearbox and keep the XC in its healthy mid-range punch and prepare to move out.

In power robbing situations you realize that the KTM is not making the 43 horsepower that they claim. Most of the Japanese motocrossers have more power, but none seem to pull it noticeably unless in a situation where the gear spacing is wrong. In a tacky mud race, the power difference was noticeable.

The engine is small and breathes through a Bing carburetor. The sin-

Specifications

Engine

Type	air-cooled, single-cylinder two-stroke.
Bore and stroke	71x62mm.
Displacement	245.5cc.
Performance	43 hp (DIN) @ 7800 rpm.
Clutch	Multiple disc clutch in oil bath.
Transmission	Six-speed slaw actuated.
Ignition system	Solid-state thyristor ignition system.
Carburetor	38mm Bing Type 54.

Frame

Type	Central chromoly steel tubular frame.
Front suspension/travel	Central Fox Twin-Clicker shock absorber with Pro Lever linkage to rear swing arm with needle bearing/12.9 in.
Front tire/brake	3.00x21 Metzeler/internal expanding shoe type.
Rear tire/brake	4.25x18 Metzeler/internal expanding shoe type.

Dimensions

Overall length	85 in.
Overall width	34.25 in.
Wheelbase	57.87 in.
Steering angle	27 degrees.
Fuel tank capacity	2.2 gal.
Suggested retail price	$2703.
3.6 gallon fuel tank	$99.95

gle ring piston moves in a steel-sleeved alloy cylinder. Gears are straight-cut. Our test bike showed no tendency to overheat, despite the air-cooled cylinder and even required "tickling" if stopped for any length of time.

Getting it dirty

We can say that the KTM is an excellent handling motorcycle. Once the suspension was dialed in, we could not fault its high speed manners. One trade off we did notice was that the front wheel would occasionally deflect in slow, rocky going compared to slower steering competitors. To discuss the riding manners, we will break them into the KTM's intended categories:

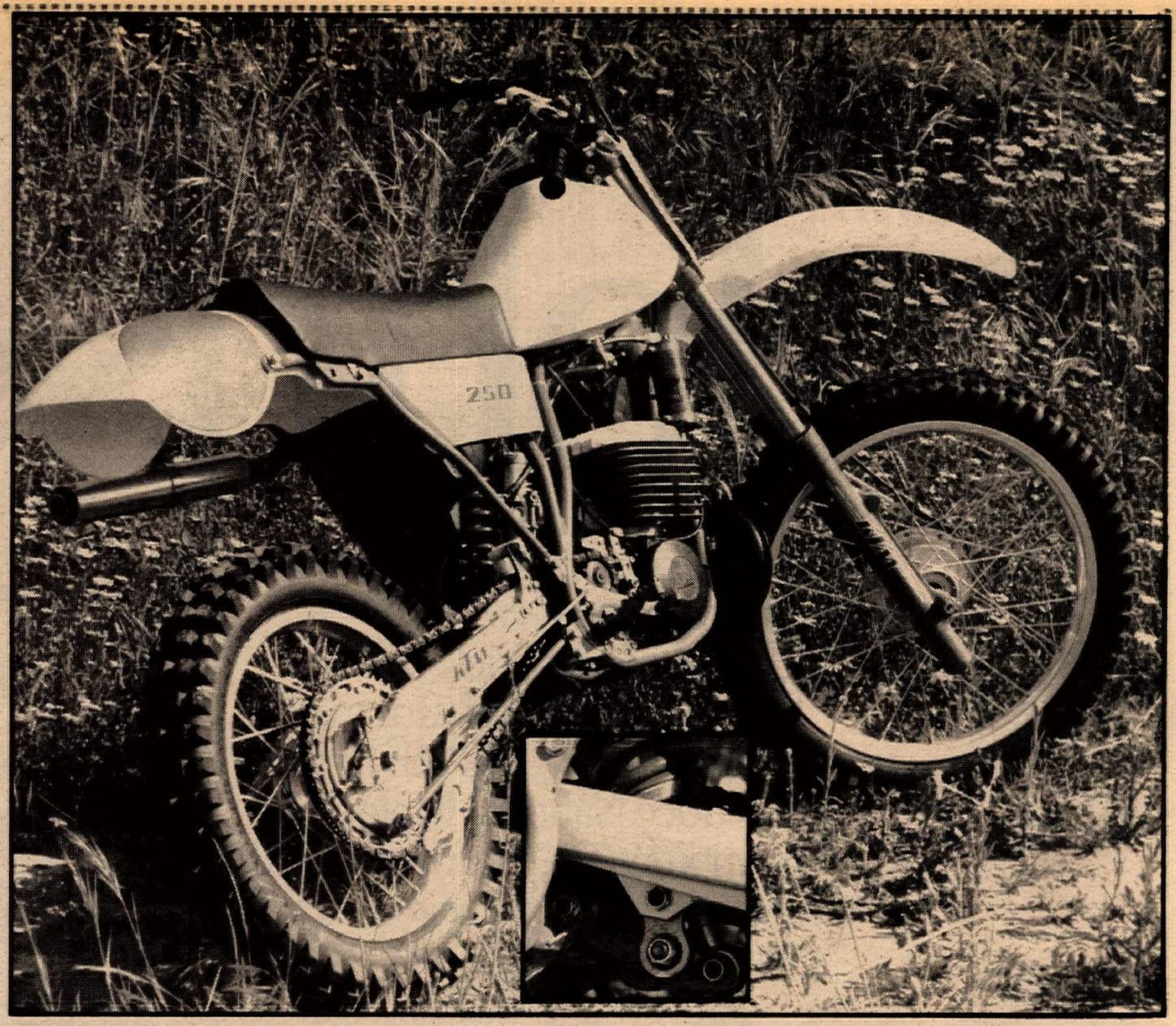
Desert/cross country: In the "dez" the KTM was totally at home at speed. Unexpected obstacles were handled with a burst of fear and throttle and the throttle would stifle the fear as the XC would take most anything in stride. It willingly changes direction in the air, according to rider input, and if front wheel landings are encountered, the control is such that they are hardly noticed. We did have the front end wander mentioned earlier, but we did not take the bike out to the desert after getting the forks dialed, which should have helped. In deep sand the steering was a hair sharp but we left the fork height alone because most of our riding was on harder dirt. Going to a 3.25 Metzeler and/or sliding the fork tubes down in the clamps would probably aid this. Utah's Cherry Creek desert race had two KTMs in the top three in the 250cc Expert class, a sign that they work well. The brakes and controls caused no concern in the desert.

What did cause concern was the seat. When KTMs are uncrated, it feels like a seatcover is wrapped around a piece of wood torn from the crate. At least, that is the feeling the rider gets after a long ride. No other fault is as glaring as the seat. The rear suspension always feels slightly harsh, but watching a rider on the bike shows that the wheels are staying on the ground well and the suspension is reacting to bumps of all magnitude. The blame must lay (sit?) with the seat.

The clutch is another complaint —it is difficult to pull and gets a little grumpy with abuse, but never went away.

Enduro: Our announcement of intention to enter a tough enduro was greeted by laughs long and hard, but both the KTM and the tester returned undamaged. The KTM was an excellent mount for the run and handled rocks and fast whoops with aplomb. The clutch and seat were still the major complaints, but the gearbox was spaced perfectly and the power came on smoothly enough to chug up hills. That included a normally difficult, rock pile made impassable by numerous bikes and bodies laying in the "best" line. Our tester was following an old desert racer who angled off to the side and gassed it. In second gear, the XC wheelied over the rocks with no problem...well one problem ...a cliff about 30 yards from the top. A quick detour put the KTM in the same rut everyone else was in. Just tromp it into the ultra-low first gear and gas it again. A couple of paddles and bike and rider were over the top. The desert racer who had picked the line was on a hot tempered motocrosser and didn't make it. One thing that stands out about the desert and the enduro was that the KTM seemed very forgiving of rider error.

Motocross: The XC got quite a workout on the motocross track and entirely different weaknesses and strengths showed up.



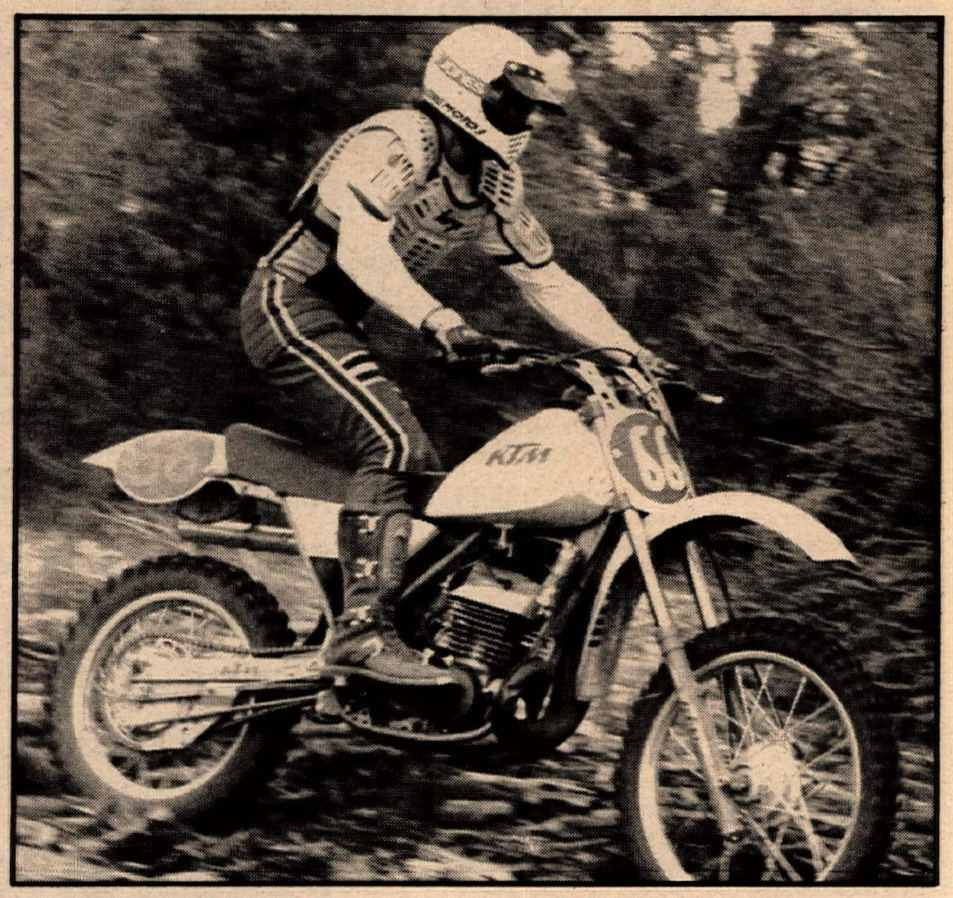
KTM's 250/II XC is a great all-around bike; it works well in many situations thanks in part to the new Pro Lever set-up (inset above) and the reed-valve engine (inset, opposite page). Both are new KTM features this year.

On the track the handling was exemplary. In all situations the XC was easy to control and ride. It turned and jumped well. In the air the rider was in total control; a little body English and the bike was doing what you wanted. Problems that did crop up were the brakes (not enough) and interference with the rider's boot by the rear pedal. A small loop welded over the brake rod, like Honda uses, would prevent it, but as is the rod will hook a boot heel and make it difficult to take the foot off the peg. The action of the brakes was good and predictable, just not strong enough in the front.

The engine produced enough power but fanning the clutch, as is common practice on 250s, was rendered impractical by the difficult clutch. If the correct gear was chosen and another gear grabbed soon after exiting a turn, the XC accelerated with authority. Gear selection was not a problem; after becoming accustomed to the longish lever throw, the gearbox stirred flawlessly. The transmission filler cap is right next to the gears and they can be inspected through the opening. After many miles of use, the transmission gears looked unused.

In fact, the longevity of the KTM was probably its best trait. Our KTM went for two 80 mile days in the desert, the enduro, and many motocrosses, and it suffered no mechanical breakdowns, and if anything, it ran better after the miles were put on it. The importer claims it should go a year of riding on the stock bore if the ring is changed every 20 riding hours. More than just keeping running, the whole bike felt tight and new for the duration of the test. We felt that it was an impressive performance.

Though we had complaints about the KTM as a motocrosser, several of the riders who raced it had their best ever finishes on it.



Our Expert tester loved the handling and felt that the power was adequate. He also felt that the heavier flywheel was an asset on dry tracks, but found the wide ratio gearbox to be a hinderance on the motocross track at Expert speeds.

Most of the KTM's problems are things that could be fixed by the owner without too much trouble. The leaves the XC a flawed but fixable package with many of the important parts that function very well. A motorcycle that does all off-road sports well can be a heck of an asset for the rider that enjoys all types of riding, but is not serious at any. Where the KTM will be a serious threat is as a desert racing tool. The gearbox gives a good top speed and low-speed flexibility, high speed handling is good and forgiving and the standing riding position requires little effort. Dependability is also a plus for the dez.

If your truck has a bumper sticker that says "I do it all," then perhaps you should have a KTM in the back of it. •

Johnson b
Yama

On May 30th, the track conditions at High Point Raceway were near perfect.

And so was Rick Johnson.

Not only did he turn in a 1-1 performance in the 6th round of the 250cc National Motocross Championship, he capped both motos with runaway romps to the finish line.

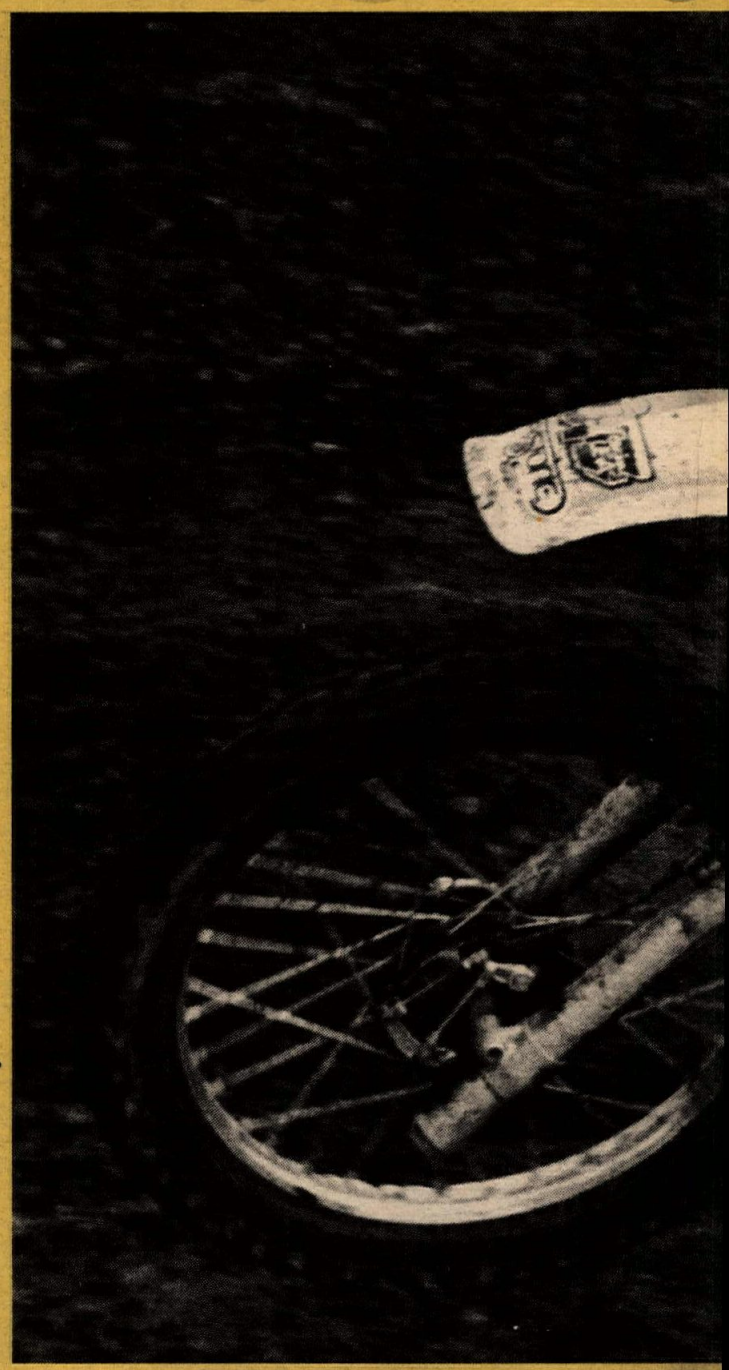
And even more impressive than that, he got there the same way you would:

Riding a stock YZ250.

Its exclusive Power Valve System gave Rick extra horsepower to pass all those works bikes, including some of ours. The rising-rate Monoshock suspension provided happy landings. While the water cooling system kept him riding hot and running cool.

Needless to say, Rick thinks a stock YZ250 is a terrific investment.

At High Point alone, he picked up a bundle.



YAMAHA

THE WAY IT SHOULD BE.™

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Scott Pearson wins Louisville Half Mile in record time.

HONDA GOES HOGWILD IN LOUISVILLE.

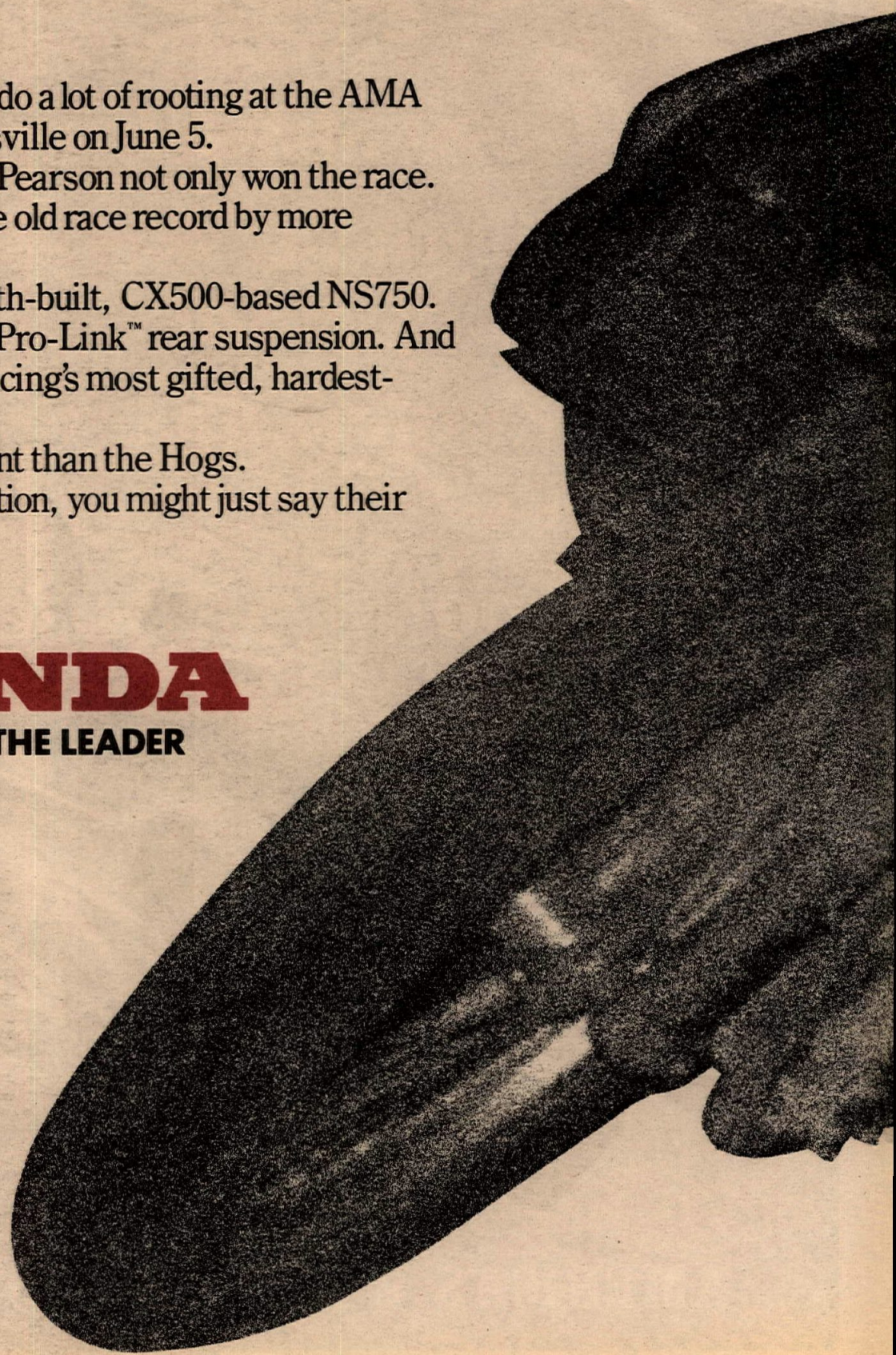
You didn't have to be a Hog to do a lot of rooting at the AMA Grand National Half Mile at Louisville on June 5.

Because Team Honda's Scott Pearson not only won the race. His time of 8:09.734 shattered the old race record by more than 16 seconds.

He did it aboard a Jerry Griffith-built, CX500-based NS750. Equipped with Honda's exclusive Pro-Link™ rear suspension. And prepped by Dan Maurel, one of racing's most gifted, hardest-working mechanics.

Small wonder it had more grunt than the Hogs.

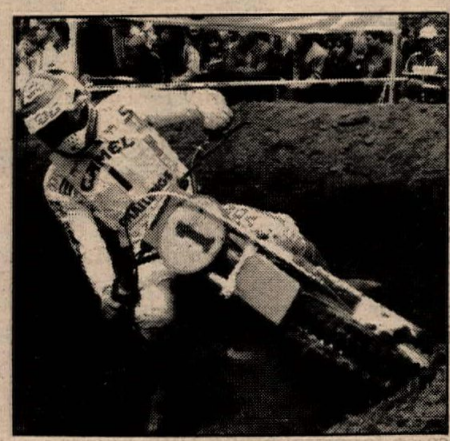
As for the rest of the competition, you might just say their performance was only sow sow.



HONDA

FOLLOW THE LEADER

ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1982 American Honda Motor Co., Inc.



(Above left) Brad Lackey comes to the USGP with the points lead. (Top right) American Gary Semics is in the top 10. (Above right) Lackey's chief rival, Andre Malherbe.

Preview: Datsun USGP of Motocross

Can Bad Brad and the GP circus stave off the hometown boys?

By Dale Brown
Photos by Henny Ray Abrams

It starts at the end of April, and five months and 12 races later, there is a 500cc World Motocross Champion. An American has never held that title, but that may change this year.

"Bad Brad" Lackey, who has pursued the title for over 10 years and has come close several times, is leading the 500cc World Motocross Championship point standings by 10 points at the halfway mark, one round before the series makes its annual stop at southern California's Carlsbad International Raceway.

The June 20 Datsun USGP of Motocross is different from any other race in the series. For one thing, Lackey has never had too much luck at the circuit, although he's won motos and finished second or third overall several times. For another, it's the only event on the schedule where the visiting GP regulars can have their doors blown off by American riders who have never competed outside the United States.

This year the race promises to be interesting for a number of reasons. One is Lackey's consistency and success so far this year. In his second season with Suzuki, Lackey has one GP win to his credit this year, and has scored points in every moto run.

Meanwhile, no other GP competitor has matched that kind of consistency, and only one, defending World Champion Andre Malherbe, has more than one GP win.

The season opened in France, where Malherbe began his title defense with a win, topping both motos on his works Honda. Lackey was second, followed by Kawasaki's sole rider on the GP circuit, British teenager Dave Thorpe. Neil Hudson, the 1981 250cc World Champion, finished fourth on a Yamaha, followed by Suzuki's Andre Vromans.

One week later it was off to the sands of Holland. Sand specialists Vromans and Eddy Sterckx (Mai) finished 1-2, with KTM-mounted veteran Jaak Van Velthoven finishing third overall. Lackey finished seventh in the first moto, and then charged back for a runner-up finish in the second moto and fourth overall. Of note was the performance of American Gary Semics, spending his first season in Europe and riding a production Honda CR480R for the West German Honda importer. Semics had an early lead in the first moto, and ended up with a 6-9 score for his first GP points.

The third round of the series was in Sweden, and it was there that Lackey copped the points lead for the first time. Graham Noyce, the 1979 champion, won both motos for the overall with Hudson combining a 2-4 tally for second overall. Lackey turned in a pair of third place finishes for third, coming in in front of Malherbe's 5-2.

It was Jean Jacques Bruno's turn to win in Finland, and the French Suzuki rider bested Hudson, 1-2 to 5-1. Finland's Jukka Sintonen finished third. Lackey slipped to seventh overall with an 8-6, but still held the points lead.

Austria, the scene of the fourth race in as many weeks, found Lackey in the driver's seat. Brad rode to a 3-1, which bested Thorpe's 1-3 by 15 seconds of elapsed time. Noyce was third overall, followed by Vromans. Semics posted a ninth overall finish.

Then there came a week's break before the Italian GP. Malherbe came back on form there with a 1-1 win. Vromans (2-4) and Lackey (5-2) followed in the overall, with Hudson posting a fourth and Semics turning in his best-ever GP performance for fifth.

So with six rounds run, Lackey has the points lead with 104, followed by Malherbe (94), Vromans (88), Hudson (79) and Noyce (78). With his strong performances of late, Semics finds himself eighth in the standings with 40 points.

By the time this is written and published, the seventh round of the series, West Germany, will have run. Check out The Latest Poop on p. 6 for the preliminary results on that race and the point standings going into Carlsbad.

Barring any unforseen catastrophe in Germany, Lackey should still be in the points lead come June 20. With the title he's sought these past 10 years that much closer, he'll have more drive than ever to win the USGP.

"All I need is a little luck," was how Lackey summed up his chances for the world title before the season began. The same holds true for Carlsbad. Brad's run fast there, only to suffer one sort of misfortune or another. But still, Brad has the skill, the machinery and most importantly, the superb physical condition to win out over a full field and two 45-minute motos under a hot California sun.

During the GP circuit, Lackey's main competition tends to come from

the Honda camp and its riders Malherbe and Noyce, both of whom have held the title. You can't win the World Championship without the ability to win at Carlsbad, but like other European riders, the distance to and the climate of southern California will make a difference for them.

Semics is another Honda-mounted GP regular, and he's seen plenty of laps around the up and down adobe of Carlsbad. He's having a tremendous first GP season, and can be counted on to do well.

Over in the Yamaha camp, Hakan Carlqvist and Neil Hudson are both capable of scoring wins. However, Carlqvist missed some of the early season with a wrist injury, and Hudson is in his first season of 500cc competition and has never seen Carlsbad.

Lackey's Suzuki teammates, Bruno and Vromans, have had good seasons to date, each with a GP victory, but both face the adjustments that must be made to compete in earnest on the SoCal adobe.

1982 will mark the first appearance at Carlsbad of Thorpe, the English Kawasaki rider. Though he has not been really consistent to date, he has shown signs of brilliance and did miss one GP win by only 15 seconds.

On the other side of the fence are the American National riders. Time was when American riders couldn't buy half the top 10 when competing against the visiting Europeans, but that's changed. Remember Marty Moates' astounding 1980 win as a privateer, and Chuck Sun's overall win last year.

The prowess of MXing Americans is such that we feel we should rate Honda's Darrell Shultz as our prerace co-favorite, along with Lackey. Darrell is riding a hot streak, having compiled two straight 500cc National MX wins. Last year, as a member of Team Suzuki, he led several laps of the second moto of the USGP before crashing.

Shultz's Honda teammates include Sun, the event's defending champion, and Danny "Magoo" Chandler, who can put on a heckuva show anywhere.

Suzuki's chances were weakened by the loss of Kent Howerton, who suffered a broken leg at the Atlanta MX National and will be out of action for eight weeks. Teammate Alan King is a strong runner in outdoor competition, so keep an eye out for him.

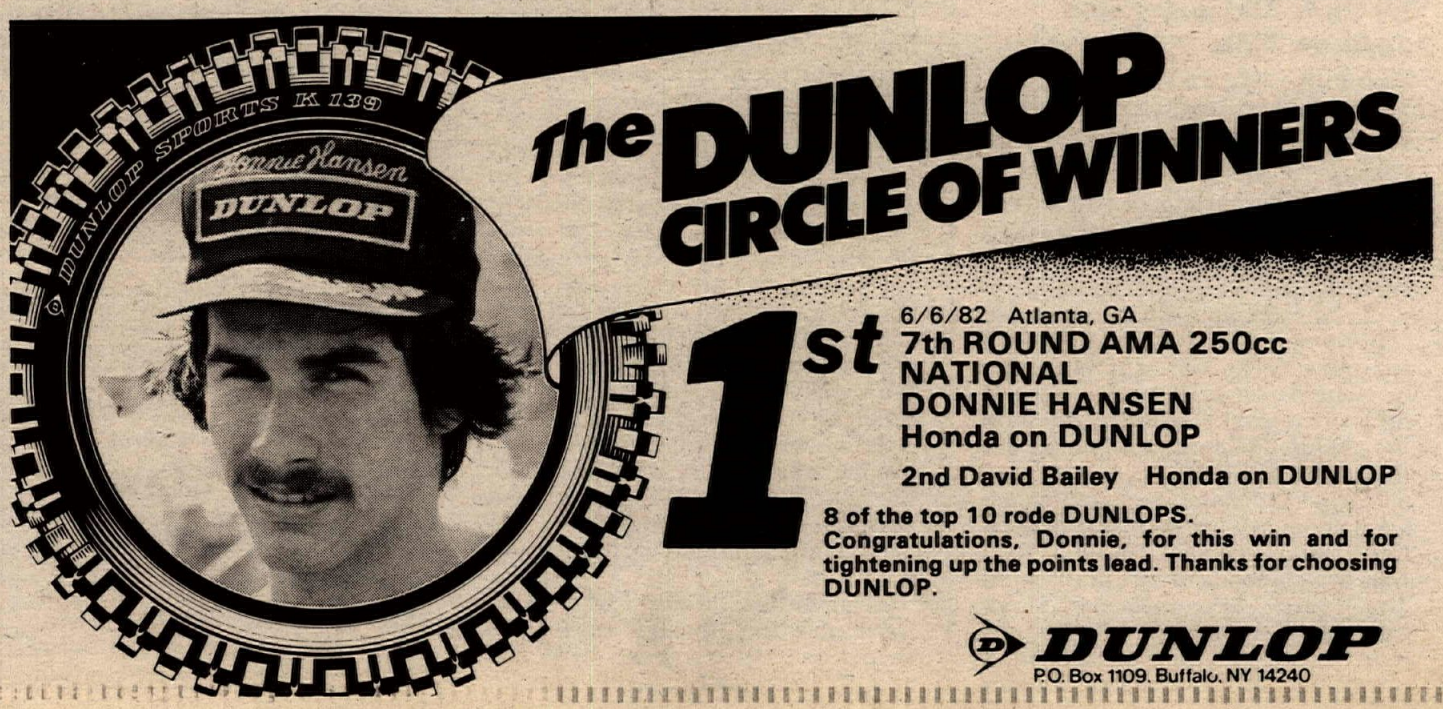
The Yamaha squad is led by Mike "Too Tall" Bell, who led the first moto of the 1979 USGP, building up an almost insurpassable lead before succumbing to heat exhaustion with only two laps to go. Mike has battled a knee injury through much of the year, but he can never be counted out.

Kawasaki pins its hopes on Goat Breker, who has spent enough time on southern California circuits to be able to ride them blindfolded at night. Seasoned by three years of National MX competition, Breker should be ready to Goat for it.

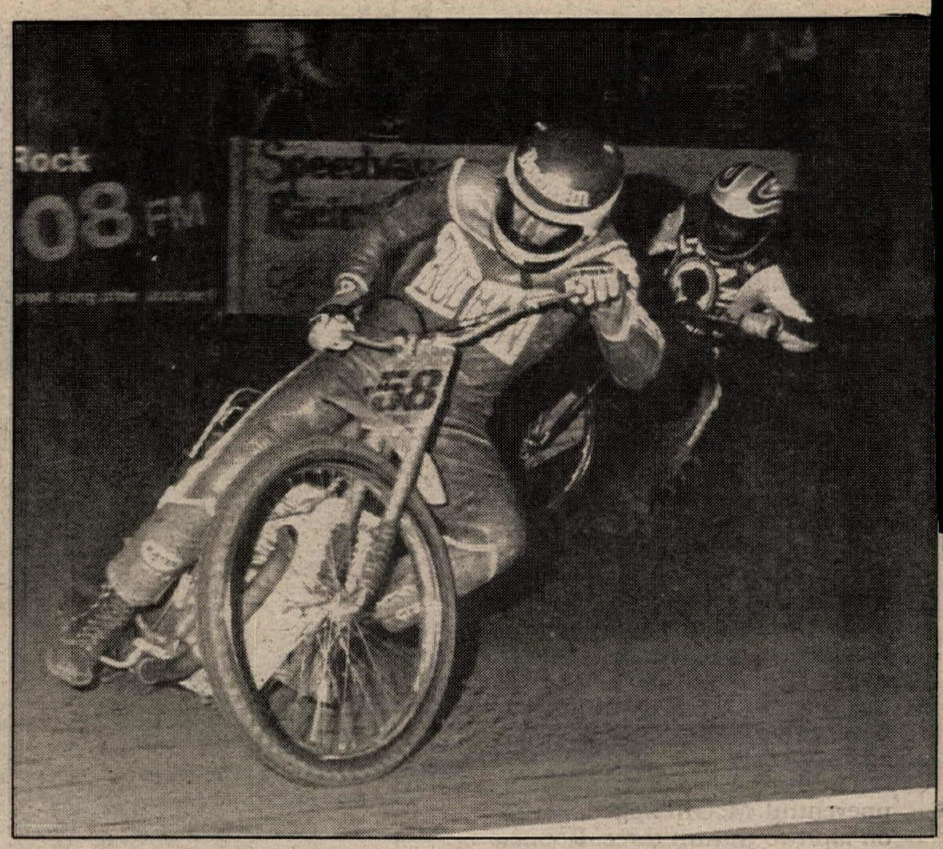
Moates, the first American to win the event, was competing in Europe earlier in the season on a privately-backed Honda, but returned early to prepare for Carlsbad. Another potential winner.

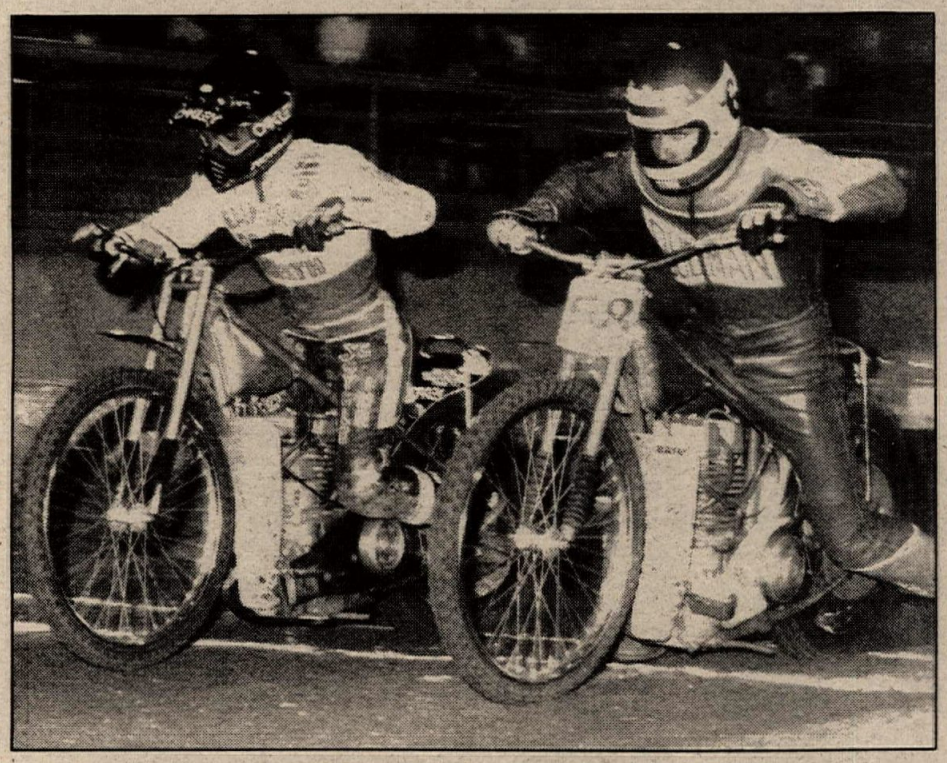
Regardless of who wins, the USGP is usually a great show. Get there early for a good spot and enjoy the southern California sunshine. Gates open at 8 a.m. and practice starts at 10. Tickets are available at Ticketron, from the promoter and at the gate. For more information, call 714/495-6906.

You can get to Carlsbad Raceway by taking Interstate 5 to Palomar Airport Rd., and then heading east to the track. •



SPEEDWAY WEEK





(Above) Eddie Ingels and Buddy Robinson (58) get off the line at Visalia. (Top) Keith Larsen gives a surprised Tom Hughes a nudge at Visalia. (Top right) Buddy Robinson leads Duane Yarrow at Auburn.

Family affair at Denver

By Sam Slideways and JoAnne Mills

DENVER, CO, MAY 28

Ken Pieper and his brother Dave dominated tonight's racing at the Western Stock Show Arena by winning both mains, the King of the Hill match race, and setting a new track record. The Piepers really put on a super show.

On another marginal race track, action was probably wilder than most any other night. Riders were getting in trouble out in the cushion while others had problems in the holes on the inside. The crowds stayed on thier feet all night.

Second Division put on their usual good show. After qualifying in their heats, Mike Jaudon (EEO Co. Racing) was joined by Rusty Halflett on Jim Troudt, Sr's. Jawa and Vince Lawson (Gene Plues M/C) for the main event. All three of the riders started from the 20-yard line. Larsow got the best start followed by Halflett and Jaudon. On the second lap Halflett went wide and lost the front tire in the cushion. This allowed Jaudon to start chasing Larsow. By this time, however, Larsow had a nice lead, and all Jaudon could do was catch up. He was unable to pass Larsow despite several nice tries.

The Handicap main turned out to be a nice race. Making the line-up was Denis Troudt, Larry Metherd (Rocky Mtn. Harley), Mike Golightly (Brownell Dist.), Don Mayberry (Mayberry Systems/Atlas Alarms), Bill Walsh (Gateway Lounge) and Ken Pieper (Music 80's/Copybody/Flash M/C/Colo. Concept Design). When the tapes went up it was Troudt, Metherd and Golightly. In the first corner Metherd hit the hole and headed straight to the wall. Golightly hit the hole also and followed Metherd to the wall. Metherd bailed off when he hit, and Golightly was able to save it.

Meanwhile, Troudt had opened up a nice lead. By the second lap Pieper had already gotten by Walsh and Mayberry and began to close in on Troudt. When the white flag came out Pieper made his move and passed Troudt. Mayberry was in third followed by Walsh and Golightly. Going into the last turn, Golightly slipped under Walsh for fourth place. Meanwhile, Ken Pieper was wheeling across the finish line to win.

The Scratch main looked like it would be a real battle. Dave Pieper got the holeshot followed by Brian Hoel and South African visitor Gary Prommel. Larry Larson (M/C Parts Center South) almost hit the wall in the first turn. Going into turn three, Hoel slipped under Pieper to take the lead. But when they started onto the front straight, Hoel went wide, and Pieper got the lead back. From then on it was follow the leader. Hoel tried everything he could but was unable to get by Pieper. Meanwhile, Prommel held on to third followed by Larson.

It was Ken Pieper's turn again in the King of the Hill match race, pitted against brother Dave. Ken drew the pole, got the start and won convincingly.

Ken Pieper also was allowed a shot at the track record. After wheelieing hard off the start, he got it together and broke the record by better than a full second. The old record, held by Scott Ormiston at 20.5 seconds, was shattered by Ken Pieper's 19.06.

Mike Bast has made arrangements to hold his speedway school in Denver on June 25-26. For more information, call the Denver promoters at 303/935-3559.

Results

HANDICAP CONSI: 1. Dave Pieper (Jaw); 2. Rick Steele (Jaw); 3. Larry Larson (Jaw); 4. Johnny Zweygardt (Jaw); 5. Randy Lamirande (Mae); 6. Scott Ormiston (Jaw).

SCRATCH CONSI: 1. Ken Pieper (Jaw); 2. Rick Steele (Jaw); 3. Bill Walsh (Jaw); 4. Don Mayberry (Jaw).

HANDICAP MAIN: 1. Ken Pieper (Jaw); 2. Dennis Troudt (Jaw); 3. Don Mayberry (Jaw); 4. Mike Golightly (Jaw); 5. Bill Walsh (Jaw).

SCRATCH MAIN: 1. Dave Pieper (Jaw); 2. Brian Hoel (Jaw); 3. Gary Prommel (Jaw); 4. Larry Larson (Jaw).

SECOND DIV: 1. Vince Larson (Jaw); 2. Mike Jaudon (Jaw).

The Bud Man blasts Visalia

By Jerry Parsons

VISALIA, CA, MAY 29

Speedway racing hit Visalia for its third race of the summer with Buddy "Bud Man" Robinson taking hom the gold tonight.

Robinson's victory was hard earned as he spent most of the heat races chasing Eddie Ingels. The two were hot and faced off at intermission for a King of the Hill race. Ingels rocketed off the line hard to gain a commanding lead over Robinson. Ingels' aggressive style took him to the first win of the three match races.

The second race got underway with the Bud Man putting the power down to edge out Ingels, leaving the two riders tied.

Robinson's final start wasn't as good as Ingels jumped into the lead. The Bud Man's charge was hard but not hard enough as Ingels nailed the win and the King of the Hill victory.

Robinson lined up for the Scratch main against Jim Lawson, John Volk and Guy Ermolenko. Robinson shot out for an early lead with Ermolenko hanging tight for second. Lawson and Volk battled for third. Robinson was gunning hard, and Ermolenko soon felt the pressure as he went down on the final lap, leaving Volk and Lawson with the runner-up and third spots.

Lightning and Robinson strike in Auburn

By Jann Houston

AUBURN, CA, JUNE 4

It was the faithful fans of northern California speedway that were put to the test in Auburn tonight, as thunder, lightning, cold wind, a light sprinkle and a touch of hail surprised the crowd and panicked the promoter, officials and riders! Luckily it disappeared into the Sierra Nevadas as quickly as it had appeared; and the remainder of the evening was some of the best racing yet. If anything, the light moisture improved the already fine track.

Buddy "Bud Man" Robinson, point leader in the north at this time, *finally* won the Handicap main tonight after placing second for the past three weeks, twice to Andy Gilbertson and once to Pat Linn. Tonight was Buddy's night.

However, the real newsworthy point in tonight's main was the hard race Buddy was given by Robert Curry. Curry, who patiently waited for his chance in First Division, impressively won his heat, came back to win his semi event, took the lead in the main and held it well, riding the pole until turn four on the last lap when Robinson took him on the outside by less than a tire length at the finish. Robinson had the win, but he worked for it! Curry knew he had to prove himself, and he did it. Dave Norman, also in First Division for the first time this season, was third.

After much thought, there just are not words to describe the Scratch main. On the first try, Paul Orlandi took the lead, but was down on lap one in turn three with Ron McGill. The red flag was out.

On the second try, Orlandi and Robinson were down in turn one out of the gate; I still have not figured that one out, and I don't think they have either. The red flag was out again.

The third try was not destined to be uneventful. McGill went down again on lap two in turn three. Robinson, who at this point had a perfect score care having won all of his events, was black-flagged by the referee for rough riding (into McGill), giving Duane Yarrow the win. Orlando was second, and McGill was third.

The Second Division main was exceptionally thrilling as Ken Gray took the lead and battled Kevin French side by side in the turns, ending in a photo finish with the amazing French winning his second Division Two main in as many weeks. He's only been racing speedway for three weeks and has yet to go home without a trophy. High school teacher Jeff Brown, who originally raced speedway in New York and Indiana, was third.

In the Third Division main, it was Tom Brenner winning. Rick Stephens was second, Keith Kavanaugh third.

Scott Brant won his third Junior main in a row. The thrill of the win was marred somewhat by a spectacular tangle of front and rear tires by Bart Bast, celebrating his 15th birthday, and Darrell Anderson, resulting in double somersaults of bikes and riders and anxious moments by at least two Junior mothers. Being the troopers they are, they both walked off the track. John Houston, Jr. was second, and Bobby Hedden was third.

Results

HANDICAP MAIN: 1. Buddy Robinson; 2. Robert Curry; 3. Dave Norman; 4. Steve Elstins; 5. Paul Orlandi; 6. Pat Linn.

SCRATCH: 1. Duane Yarrow; 2. Paul Orlandi; 3. Ron McGill; 4. Buddy Robinson.

SECOND DIV: 1. Kevin French; 2. Ken Gray; 3. Jeff Brown.

THIRD DIV: 1. Tom Brenner; 2. Rick Stephens; 3. Keith Kavanaugh.

JR SPEEDWAY: 1. Scott Brant; 2. John Houston, Jr.; 3. Bobby Hedden; 4. Mike Parsons; 5. Darrell Anderson; 6. Bart Bast.

Robinson wrecks Visalia

By Scott Daloisio

VISALIA, CA, JUNE 5

Buddy Robinson of Salinas made a shambles of the proceedings of the Central Valley Speedway Club at the Visalia Auto Plaza as he won both the Handicap and Scratch mains in convincing style tonight.

Robinson's first main event triumph came in the Handicap main. Randy Blevins started on the zero and led the first three laps. Robinson,

(Continued to page 38)

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DALE SINGLETON

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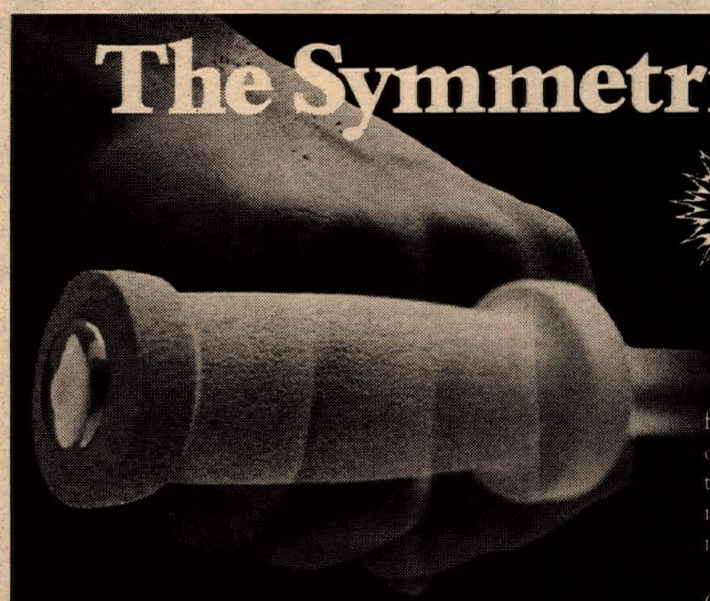

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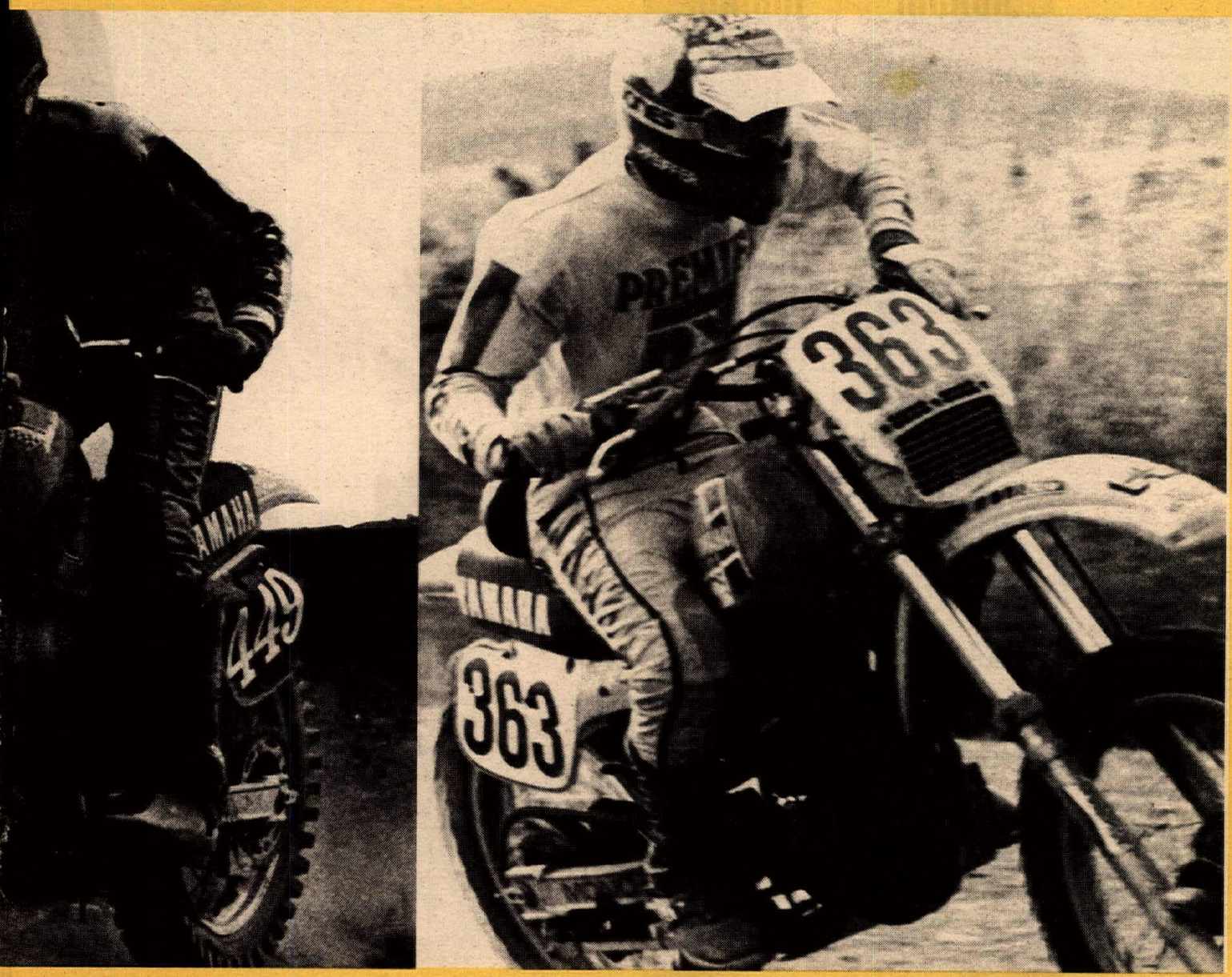
Proving that chili isn't the only hot stuff south of the border. Meanwhile, teammates Scott and Kent Pfeiffer gave the 250cc competition a healthy case of heartburn. Taking the



es the whole a at Baja.

250 class win in 8:13:54 aboard their water-cooled YZ250.

Not to be outdone, Kurt Pfeiffer and Donnie Morrison deep-fried the 125'ers on (what else?) a YZ125.

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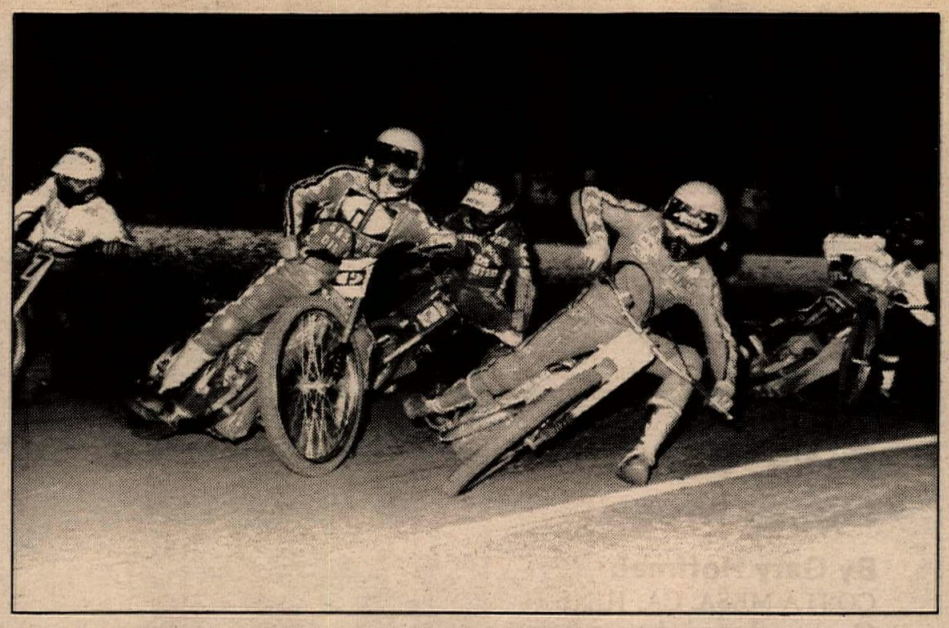
SPEEDWAY WEEK

John Foster leads Dubb Ferrell and Shawn Moran at San Bernardino.



Sterling Cogar tries to sneak under Guy Ermolenko at Costa Mesa.

(Continued from page 35)

coming from the 40 on a Jawa, immediately began moving through the pack, taking over second when he passed Tom Ferris and Steve Miller in turn four on lap two. The next lap in the same spot he got Blevins for the lead, which he continued to lengthen until he took the checkered flag. Ferris came home second followed by Keith "The Snakeman" Larsen, who got Blevins at the line for third.

In the Scratch main, Robinson drew the number three starting spot. Denver's Chris Reichardt jumped out front at the start over Duane Yarrow, pole sitter Phil Gagnon and Robinson. Yarrow passed Reichardt in turn three on the opening lap and led until they came together in turn two on the second lap. Gagnon inherited the lead, but it was short-lived as Robinson sailed by and went on to his second main event win of the night. Reichardt was credited with third with Yarrow getting fourth.

Southern California's Kenny Bencheck pushed his Weslake past new central California resident Baron Bibee at the line to pick up the win in Second Division. Bibee, coming from the 10, took the lead from Jeff Brown after the race was restarted due to a first lap crash. Bibee looked like a sure winner until Bencheck caught and passed him as they crossed the line inches apart.

Four southern California riders — Dennis Abbott, Mark Granberg, Kerry Milelr and Chris Mistreeta — competed in the first Visalia Bed Race. It seems the four riders rented one motel room with two beds, meaning two of the riders had to occupy the floor that night. The object of the race — the first two riders got the beds. Kerry Miller changed his gear before the race and led wire to wire to claim one of the beds. Dennis Abbott was running second when he decided to take a soil sample. Granberg went down in the same incident making Mistreeta the happy beneficiary of a good night's sleep.

Racing continues every Saturday at Visalia with "Wheelie King" Doug Domokos scheduled to appear on June 19.

Results

SCRATCH MAIN: 1. Buddy Robinson; 2. Phil Gagnon; 3. Chris Reichardt; 4. Duane Yarrow.

HANDICAP MAIN: 1. Buddy Robinson; 2. Tom Ferris; 3. Keith Larsen; 4. Randy Blevins; 5. Steve Miller; 6. Duane Yarrow.

SECOND DIV: 1. Kenny Bencheck; 2. Baron Bibee; 3. Jim Blan; 4. Chris Mistreeta; 5. Jeff Brown; 6. Roy Stafford.

BED RACE: 1. Kerry Miller; 2. Chris Mistreeta; 3. Mark Granberg; 4. Dennis Abbott.

KING OF THE HILL: 1. Tom Ferris; 2. Grant Salyers.

King injured; McConnell, Robinson win at Ventura

By Bill Locey

VENTURA, CA, JUNE 8

"I guess I'll be watching again this year," said Lance King calmly as he lay on his back with a broken collarbone moments after a turn two crash tonight at the Ventura Raceway. King was referring to the American Speedway Final June 12 at Long Beach. Last year he was too young; this year ...too bad.

The accident happened in the Handicap main. Rob Pfetzing finally caught up to the leader, Tim McCasland, between turns one and two on the second lap. Pfetzing tried to go underneath, the bikes slammed together, and Rob got by with a bobble, leaving McCasland wobbling and in the path of Buddy Robinson — "The Bud Man" — who crashed into Mc Casland, sending both riders sprawling in a real bone cruncher. King, innocent of all blame, was trailing and suddenly had nowhere to go and crashed into a fallen bike, fell and broke his collarbone. Actually, everyone was innocent of all blame; it was just one of those things.

King, earlier, was obviously in no mood for such an ending. Riding just fast enough to transfer, King took no chances, unlike last year when he was going between people. He logged a second and a third place finish in Handicap racing and won both of his Scratch rides. King was credited with fifth in the Handicap main and a fourth in the Scratch main.

Dennis Abbott led for most of the Handicap main restart, but a sick bike led to his demise as three riders passed him on the final two laps, and Robinson won easily. It was Robinson's first Ventura trophy of the year and made the drive from Salinas worth it after all.

Before crashing in the main, Mc Casland thoroughtly enjoyed his First Division debut by winning his first two races comfortably off the zero, proving he belongs with the Good Guys.

Shawn McConnell, more than making up for not making the Handicap main, won the three-man Scratch main for the first time in Ventura. In his heat, McConnell was first to turn one, but Bob McLain went around him and won the race to turn three. It was wheel to wheel down the home straight, but McConnell had the inside line and muscled the irate McLain aside in turn two and won easily.

In his semi, McConnell lost to King but managed to hold off Tom Morley and Rick Miller for the trip to the main. In the Mechanical Mishap Department: Mike Faria took an insurmountable lead in the other semi until his bike croaked, keeping him out of the main and a possible four Scratch main wins in a row. Mike can begin a new streak next week.

Off the pole, McConnell outgated Robinson and Pfetzing and led the Scratch main from start to finish. King was credited with fourth. Shawn is on a tear — that's two trophies in the last two weeks and three for the year here at the Commotion By The Ocean.

Andy Northrup, who's got to be the next rider to get the chance to ride First Division, won the D-2 main by miles for the second time in three weeks. Andy made everyone look equally silly in his heat, winning by plenty and thrilling to no end the 800 or so fans indifferent to the fortunes of the Lakers.

Mike Smart, carried away last week, won the Third Division main that for the second consecutive week disintegrated into a Brian DePalma movie (on wheels). There were plenty of crashes, red flags and two restarts. Finally, no one was left except Smart and runner-up Robby Stone.

Results

SCRATCH MAIN: 1. Shawn McConnell; 2. Buddy Robinson; 3. Rob Pfetzing; 4. Lance King.

HANDICAP MAIN: 1. Robinson; 2. Mike Faria; 3. Pfetzing; 4. Dennis Abbott; 5. Lance King; 6. Tim McCasland.

SECOND DIV: 1. Andy Northrup; 2. Chris Martin; 3. Guy Helderlein; 4. Keith Rylance; 5. Bart Onasch; 6. Carlos Cardona.

THIRD DIV: 1. Mike Smart; 2. Robby Stone.

MATCH RACE: 1. Mike Faria def. Lance King.

Sandona switches for IMS Scratch main win

By Scott Daloisio

SAN BERNARDINO, CA, JUNE 9

John Sandona became the seventh different Scratch main winner at John LaDouceur's Inland Motor Speedway tonight.

Sandona (Winlord/Super Seer/Elite Godden) and his crew came to IMS and made a frame change in the parking lot after practicing for the June 12 American Speedway Final at Long Beach. The change proved to be very beneficial as Sandona led wire to wire from his pole position starting spot. Mike Faria (Cody Products/Oakley Goggles Jawa) and Mike Bast (Cody Products/Knobby Shop Jawa) battled the entire four laps for the runner-up spot. Faria, who had been on the outside the entire way, got the drive out of four on the final circuit to finish second, right on Sandona's rear tire. Bast hung on for third with "The Miracle Worker," Shawn Moran (Vera's/PJ-1 Godden), rounding out the field.

"Dangerous" Dubb Ferrell (Dean's Independent Mazda Jawa) came all the way from the 30 to capture an impressive win in the Handicap main. Young Mike Mazzacane (D.J.'s Ticket Service/Roaring '20s Pizza Jawa), who came in as a reserve in his heat race, took the lead on the start from the zero over Denny Scopellite (Hot Moves Weslake). Ferrell used an inside move in turn two to take second from Scopellite on lap two and did the same to Mazzacane on lap three for the lead. As Ferrell lengthened his lead, Alan Christian (STP Godden) was making a late charge for second. Christian caught Mazzacane coming out of four on the final lap, but the 17-year-old edged the veteran by inches at the line for the place spot.

One of the fastest and most consistent Second Division riders at IMS, Ron Blanton, rode his Castrol two-valve Jawa to victory in the D-2 main. Blanton, starting on the 10, led the entire distance first holding off Don Bovee (O'Neal's 76 Jawa) and then international star Chris Reichardt (Gene Plues Motorcycles Godden). Reichardt moved onto Blanton's tail several times, but at the end it was Blanton by six bikelengths over Reichardt and Mark Weaver (Jawa).

Mark Dwyer (Jawa) started the night as a reserve and won his first ever IMS Third Division main. Starting on the zero, Dwyer took the lead on the start and never looked back to score the victory over Steve Flanagan (Jawa) and Mike Coniglio (Jawa).

Jesse Finch (House of Suzuki) was one of the few Junior Speedway riders to remain upright all night long, and it paid off as he was the victor in the main event. Finch started on the 10 and led the entire distance to score his first IMS triumph over Dave Busby (Schwartz Racing/Busby Racing) and Ronnie Corey (D&F Cycle). Finch and Busby were the only two riders to finish the main event.

June 16 is "Kids Night" at IMS with all children 12 and under admit-

ted free when accompanied by an adult. An added attraction will be Keith "The Snakeman" Larsen and his pet python at the front gate to greet the kids as they enter the track.

Results

SCRATCH MAIN: 1. John Sandona; 2. Mike Faria; 3. Mike Bast; 4. Shawn Moran.

HANDICAP MAIN: 1. Dubb Ferrell; 2. Mike Mazzacane; 3. Alan Christian; 4. Keith Chrisco; 5. Denny Scopellite; 6. Rick Miller.

SECOND DIV: 1. Ron Blanton; 2. Chris Reichardt; 3. Mark Weaver; 4. Don Bovee; 5. Steve Murray.

THIRD DIV: 1. Mark Dwyer; 2. Steve Flanagan; 3. Mike Coniglio; 4. Cory Lussier; 5. John Gant; 6. Don Davis.

JUNIOR SPDWY: 1. Jesse Finch; 2. Dave Busby; 3. Ronnie Corey; 4. Jordan Duncan; 5. Greg Hancock; 6. Bobby Cody.

Faria, Foster fly at Costa Mesa

By Gary Hoffman

COSTA MESA, CA, JUNE 11

On hand tonight were some of the heavyweights warming up for the following night's American Speedway final. Bruce Penhall, Shawn Moran and Brad Oxley added some extra excitement to the program, although only Moran transferred to a main event.

The surprise of the evening was 23-year-old John Foster. In only his third year of speedway racing, Foster battled it out all night long with Shawn Moran and held true, taking the early lead in the Handicap main event and staying out front to take the checkered while Moran's last surge squeezed him by Keith Chrisco for second. Chrisco took third.

Third Division rider Bart Onasch took a commanding lead in their main event. He never faltered and took the win with Randy Blevins in second and Doug Greyson in third.

In the Division Two main event Mark Weaver got out front first but Robin Burgeois and Tim McCasland wound up on top of each other. On the restart Weaver shot out first again, with Chris Martin behind, and Chris Mistretta in third. By the third lap Weaver was running the race by himself. On the last lap in turn three, McCasland squeezed in to take the number three slot away from Mistretta, finishing behind Martin and Weaver.

The Feature Match Race pitted Bruce Penhall against Shawn Moran. Though there are no two better riders, it was a yawner with Penhall taking the win. The rest of the evening didn't go as well for the World Champ as he failed to transfer from his Handicap heat and was excluded from a Scratch semi for breaking the tapes. He did win the Scratch consy.

The final race, the Scratch main, placed Dubb Ferrell on the pole, with Eddie Ingels in lane two, Mike Faria in three, and Gene Woods on the outside. The gate flew up and in the first turn Ferrell and Ingels tangled. Ferrell was taken out of the race even though half the field went down, since referee Irwin Moon determined that Dubb was the cause with a wild start. On the restart, Faria shot out first with Ingels in second and Woods third. Lap two held the same order with Woods trying the outside, and lap three the same with Woods trying the inside, but Ingels wasn't letting anyone by and Faria increased his lead, riding a perfect race. •

Results

THIRD DIV: 1. Bart Onasch; 2. Randy Blevins; 3. Doug Greyson.

SECOND DIV: 1. Mark Weaver; 2. Chris Martin; 3. Tim McCasland.

HANDICAP MAIN: 1. John Foster; 2. Shawn Moran; 3. Keith Chrisco.

SCRATCH MAIN: 1. Mike Faria; 2. Eddie Ingels; 3. Gene Woods.

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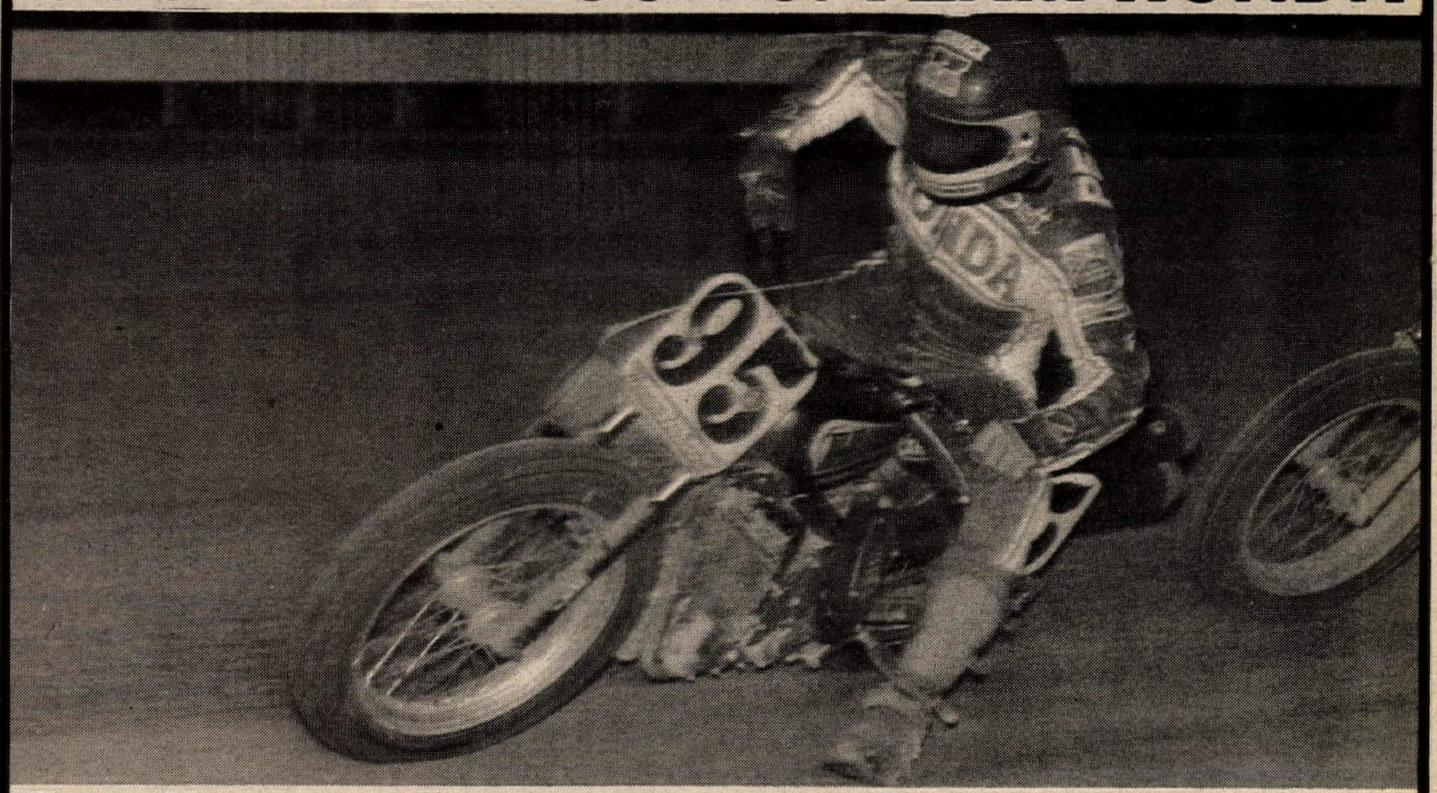

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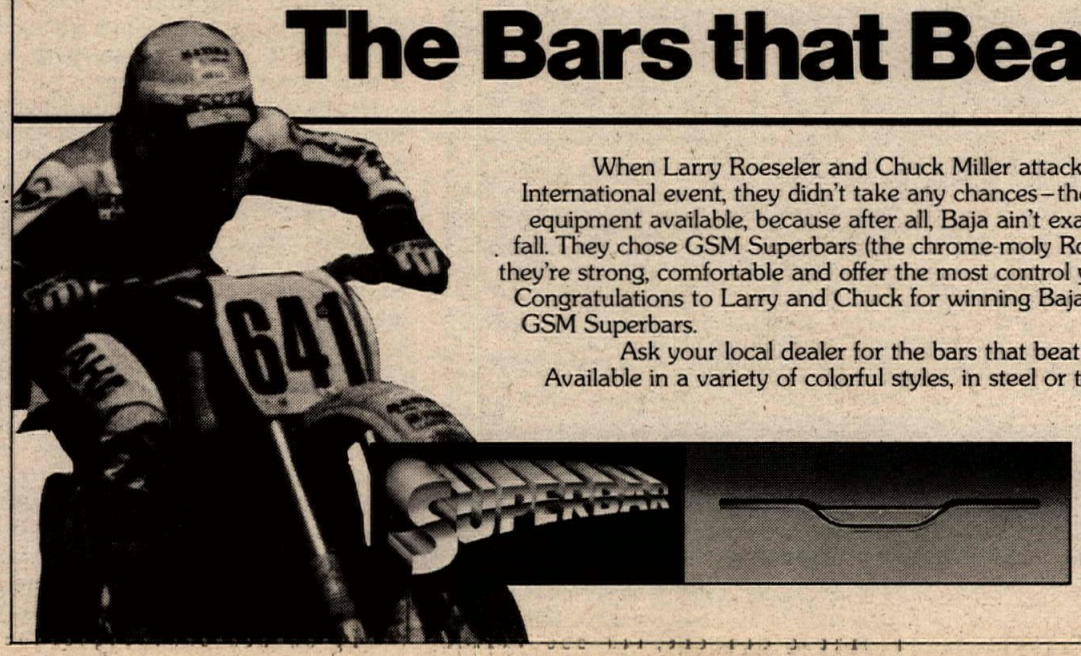

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Tim Clark soared to an easy victory in DeAnza's 125cc Beginner class.

Another rider falls prey to "Radical Ron" (55) at SSM.

Roloff triples at ARRA Willow RR

By Lori Tyson
ROSAMOND, CA, JUNE 6

Seaweed Kawasaki's Earl Roloff took home three first place trophies from the American Road Racing Association's Willow Springs meet today. Roloff was off to a great start in 750-Open Production, as he led start to finish. Champion Moriwaki's Lee Fleming wasn't so lucky as he spun an alternator at the start and spent the first half of the race playing catch up. By the end, Fleming was right on Roloff's tail but had to settle for second.

In the 750cc class Denny Fryer took third overall to win his class, followed by Steve Gardner.

Roloff, another one of our ex-dirt trackers, flew to another win in 750 and Open Super Street with no competition at all. The real race was for second place between Denny "Freeway" Fryer and Robbie Radel. Radel would grab the lead, then Fryer would outbrake him going into turn one and take it back. At the finish, Radel crossed the line first. When asked what happened, Fryer just pointed to his back slick, which was really wiped out to the point of being useless to race on.

In 750 and Open Box Stock, Roloff wanted one more trophy to take home, and after battling Steve Gardner for a while, took his third trophy of the day, this time on a 750. Dennis Logreco, in his first meet since a bad crash in March, held third (first Open classer) for the first half of the race until he fell in behind Marty Sharpe and Brian Stulbaum. But since they were both 750s, he still won his class. Eddie Kocina took second Open classer.

Aaron Post took two first place trophies, the first in 600cc Production after trading the lead with Scott Harmala. Harmala lost one of his contact lenses midway through the race and lost his depth perception but held on to take second.

Third place showed a battle between Mike Haller and Joe Bruscella. Bruscella hung on to take the third place prize. During the race there was a two-bike pile-up in blind turn four which could have gotten really crazy. But due to the quick actions of officials, no one else went down and both riders, Kennie Buchanan and Torrie Bridgeman, were okay, although Bridgeman cracked a few ribs.

In 600cc Box Stock, Post and Harmala went at it again, and with lap times in the low 1:41s, put on a great race all the way to the flag, where Post took the win by inches. Third went to Steve Vague, followed by Steven Sowden, who moved up through the pack after a slow start.

The overall win in 500 and Open GP went to — believe it or not — a Yamaha RD. Robert Rodrich led the entire race on his 500cc classer and left the Open class trophy for Jim Collins.

Results

600 PROD: 1. Aaron Post (Kaw); 2. Scott Harmala (Kaw); 3. Joe Bruscella (Kaw).
750 PROD: 1. Denny Fryer (Hon); 2. Steve Gardner (Kaw); 3. Graham Miller (Suz).
OPEN PROD: 1. Earl Roloff (Kaw); 2. Lee Fleming (Kaw); 3. Dennis Logreco (Suz).
450 PROD: 1. Howard Monise (Yam); 2. Clinton Whitehouse (Yam); 3. Jeff Braucht (Yam).
FIRST 125 GP: 1. Len Gambo (Hon); 2. Barry Smallwood (Yam); 3. Bob DeWitt (Hon).
SECOND 125 GP: 1. Len Gambo (Hon); 2. Tom DeWitt (Hon); 3. Barry Smallwood (Yam).
500 GP: 1. Robert Rodrich (Yam); 2. Jon Slobom (Yam); 3. Leland Hancock (Yam).
OPEN GP: 1. Jim Collins (Kaw); 2. Alan Spears; 3. Bill Farrell.
450 BOX STK: 1. Perry Stein (Hon); 2. Phil Smith (Hon); 3. Richard Davis (Yam).
600 BOX STK: 1. Aaron Post (Kaw); 2. Scott Harmala (Kaw); 3. Steve Vague (Kaw).
750 SUPER STREET: 1. Robbie Radel (Kaw); 2. Denny Fryer (Hon); 3. Steve Mallonee (Hon).
OPEN SUPER STREET: 1. Earl Roloff (Kaw); 2. John Wells (Hon); 3. Myron Kitchen (Suz).
100 GP: 1. Royce Flora (Hon); 2. Dusty Behrman (Hon); 3. Richard Trask (Hon).
FORMULA FOUR: 1. Don Nelson (C-A); 2. Alex Sardo (Yam); 3. Scott Hale.
250 PROD: 1. Dan Diaz (Yam); 2. Jeff Kratka (Yam); 3. Robert Pritchard (Yam).
CLASSIC I: 1. Greg Phillipi (BSA); 2. Mike Coggins (BSA); 3. Ken Canaga (Nor).
CLASSIC II: 1. Mick Ofield (Nor); 2. Glen Hobbs (Nor); 3. Chris Scott (Nor).
VINTAGE I: 1. Dave Fiorelli (BSA).
VINTAGE II: 1. David Breetwor (BSA); 2. Bill Burdett (Nor/SI); 3. David Fettorly (Tri).
450 SUPER STREET: 1. Robert Rodrich (Yam); 2. Jim Collins (Yam); 3. Howard Monise (Yam).
600 SUPER STREET: 1. Steve Reynosa (Hon); 2. Scott Harmala (Kaw); 3. Robert Holdsworth (Kaw).
750 BOX STK: 1. Earl Roloff (Kaw); 2. Steve Gardner (Kaw); 3. Marty Sharpe (Kaw).
OPEN BOX STK: 1. Dennis Logreco (Suz); 2. Eddie Kocina (Kaw); 3. Dwight Waldo (Kaw).
200 GP: 1. Don Nelson (C-A); 2. Flem Juliussen (Kaw); 3. Alex Sardo (Yam).
600 FOUR-STROKE GP: 1. Robert Holdsworth (Kaw); 2. Robert Cain (Kaw).
900 FOUR-STROKE GP: 1. Mick Ofield (Nor); 2. Steve Dyer (Hon); 3. Brian Stulbaum (Hon).
OPEN FOUR-STROKE GP: 1. John Wells (Hon); 2. Myron Kitchen (Suz).
50 PROD: 1. Mark Jones (Hon); 2. Terri Wells (Kaw); 3. Terry Maves (Kaw).
50 GP: 1. Royce Flora (Kaw).
250 GP: 1. Leland Hancock (Yam); 2. Jon Slobom (Yam); 3. Hans Hollfritsch (Yam).

Clark storms to DeAnza MX victory

By Kit Palmer
SUNNYMEAD, CA, JUNE 6

Two flawless rides by Suzuki mounted Tim Clark were more than enough to capture the win today in the 125cc Beginner class at DeAnza Raceway.

As soon as the gate dropped for the start of the first moto, Clark jammed into the lead while Ray Amey (Yam) and Charlie Manno (Yam) pursued. By the second lap, Clark had already developed a sizable lead over second, but Amey held Clark in sight hoping for a mistake. Unfortunately for Amey, there were none to take advantage of. Clark went on to take the win followed by Amey and Manno.

In the second moto, Clark again rocketed into the lead ahead of Amey, John Stroud (Kaw) and Jeff Bua (Suz). It looked as though Clark would again run away with another easy win, but Stroud gave Clark a run for the money. Stroud slipped by Amey by the second lap, and he then set after the leader. Throughout the moto, the two leaders were involved in a handlebar-to-handlebar battle for the lead. Stroud did all he could to get by, but Clark held on for the win. Stroud took second while Amey settled for third.

In the 250cc Beginner class, Matthew Lamy (Kaw) shot to the front of the pack at the start of the first moto, but Danny Moroles put his Yamaha in high gear and took over the lead by lap four. Moroles crossed the finish line first followed by Jorge Pont and Lamy.

Pont grabbed the second moto holeshot while Moroles and Lamy were in hot pursuit. Pont held his lead until the sixth lap, when both Moroles and Lamy stung the leader. Moroles had to hold back Lamy for the rest of the race to take the win and overall.

Results

MINI BEG: 1. Gary Benedict (Yam); 2. Louie Pacino (Yam); 3. James Wiggins (Hon).
MINI NOV: 1. Terry Szucsko (Yam); 2. Walter Armendariz (Suz); 3. Keith Morabito (Yam).
MINI INT: 1. Roger Ebling (Kaw); 2. Mike Fitzgerald (Hon); 3. Greg Flanagan (Kaw).
125 BEG: 1. Tim Clark (Suz); 2. Ray Amey (Yam); 3. Joe Provenghi (Yam).
125 NOV: 1. Jimmy Palmer (Yam); 2. Larry Benedict (Yam); 3. Scott Delameter (Yam).
125 INT: 1. Mike Roberts (Yam); 2. Jason Rincon (Kaw); 3. Danny Cantley (Kaw).
125 PRO: 1. Scott Wilkinson (Suz); 2. Donnie Sigrist (Suz).
250 BEG: 1. Danny Moroles (Yam); 2. Matthew Lamy (Kaw); 3. Jorge Pont (Hon).
250 NOV: 1. Larry Dimmitt (Suz); 2. Chuck Wheeler (Suz); 3. Dino Provenghi (Hon).
250 INT: 1. Tony Spear (Suz); 2. Duane Mapes (Suz); 3. John Sarrail (Yam).
250 PRO: 1. Eddie Michetti (Suz); 2. John Mazzacane (Suz); 3. Dave Pettigrew (Suz).
OPEN NOV: 1. Mike Carlo (Mai); 2. Bill Powers (Yam); 3. Greg Roberg (Yam).
VET JR: 1. Billy Traver (CZ); 2. D.J. Kokos (Hus); 3. Ron Shooll (Mai).
VET SR: 1. Ron Dugan (Yam); 2. Chuck Minert (Hon); 3. Ed Michetti (Suz).

Turner tops SSM Oakley Double-Cross

By Terry Whytal
ORANGE, CA, JUNE 5

Honda factory support rider "Radical" Ron Turner piloted his CR250 to the 250cc Pro class win at Saturday Saddleback's Oakley Double-Cross despite a mild case of the flu. "I was feeling so bad I just started cruisin'." noted Turner after the race, "and Rhyan almost caught me."

Steve Rhyan pressured Turner for most of the race, putting his Honda into the number two slot in each moto. Rhyan had to come from behind both motos as Turner jumped to early leads while Rhyan struggled to overcome poor starts.

Finishing the day in third was another Honda rider, Ed Arnet, who also rode in the Open class and had to conserve energy. Pushing hard from fourth place was Suzuki rider Richard Sands, who has been showing much improvement in recent weeks.

Yamaha rider John Whelchel topped the Open Pro class as Arnet

worked his Honda into the second place position both motos. Pro Circuit Husky rider Bill Keefe picked up third. Kawasaki factory rider Jeff Ward led most of the first moto until breaking his experimental, works triple clamps and taking a hard tumble that ended his day.

Ron Lechien powered his Yamaha to the 125cc Pro victory in convincing fashion despite strong competition from Honda rider Brian Myerscough, who finished second, and Johner Kight, who pushed his Yamaha to third overall after Troy Blake DNF the final moto.

The Vet Expert race was the best show of the day as Maico riders Alan Olson and Jim Beltinck battled Suzuki-mounted Tom White. Beltinck and Olson both suffered from mechanical problems in the first race as White powered to a commanding finish.

In moto two, Olson and Beltinck rechallenged White for the lead with Maico rider Ken Ratzloff joining the four-way battle for first place. White was again victorious, however, and Olson had to settle for second. Beltinck finished third overall.

A special thanks to Oakley, O'Neal and Bel-Ray for their support of the Saturday Double-Cross motocross.

Results

OPEN PRO: 1. John Whelchel (Yam); 2. Ed Arnet (Hon); 3. Bill Keefe (Hus).
250 PRO: 1. Ron Turner (Hon); 2. Steve Rhyan (Hon); 3. Ed Arnet (Hon).
125 PRO: 1. Ron Lechien (Yam); 2. Brian Myerscough (Hon); 3. Johner Kight (Yam).
250 INT: 1. Paul Krause (Yam); 2. Lance Mason (SUz); 3. Jay Van Camp (Suz).
125 INT: 1. Todd Campbell (Kaw); 2. Mike Fischer (Hon); 3. Rudy Dickinson (Suz).
OPEN NOV: 1. Steve Quinn (Hon); 2. Jud Osher (Suz); 3. Dennis Cox (Hus).
250 NOV: 1. Chuck Mothpre (Yam); 2. Bernard Chareman (Suz); 3. Robert Dykmens (Suz).
125 NOV: 1. Joseph Crouch (Suz); 2. Jimmy Palmer (Yam); 3. Tony Tostie (Yam).
VET EX: 1. Tom White (Suz); 2. Alan Olson (Mai); 3. Jim Beltinck (Mai).
VET INT: 1. Gary Clark (Suz); 2. Bill Milar (Suz); 3. Larry Dunn (Suz).
VET NOV: 1. Ken Feulner (Mai); 2. Bob Denman (Yam); 3. James Haris (Hon).
OPEN BEG: 1. Bob Sullivan (Suz); 2. Brad Hawley (Yam); 3. Mike Fuelner (Mai).
250 BEG: 1. Steve Nelson (Suz); 2. Aron Briggs (Hon); 3. Erv Friebrantz (Yam).
125 BEG: 1. Ed Drexler (Yam); 2. Ross Detterre (Yam); 3. Steve Helm (Yam).
MINI INT: 1. Tony Tostie (Yam); 2. Derek Nye (Yam); 3. Shawn Kalos (Suz).
MINI BEG: 1. Todd Looney (Yam); 2. Dugan Sanders (Yam); 3. Eddie Webb (Yam).

Memorable Memorial Day GP for Tarantino

By Kit Palmer

CORONA, CA, MAY 31

The seventh annual Memorial Day Grand Prix at Corona Raceway lived, up to its reputation as a grueling 35 mile race of whoop-de-doos and wheel-breaking stutter bumps. Thirty-four of the 657 total riders lined the straddle-the-front-wheel start in the 250cc Pro class.

Heading into the first turn was Dale's Modern Cycles' Scott Manning (Yam), Circle City Honda's Marty Miller (Hon), Dale's Modern Cycles' Troy Manning (Yam) and Jim Tarantino (Hon). By the end of the first lap, Tarantino had the lead. Andy Orescanin (Kaw), riding for Motorsport of Fontana, took control of fourth after Manning did a hard get-off. Halfway through the second lap, Orescanin had reeled in Miller, but Orescanin slipped by Miller before lap three after Miller went down, injuring his shoulder.

Meanwhile, Honda West's Ed Arnet and Malcolm Smith's Vince McMa-

SHOEI RACE NOTES

CONGRATS TO SHOEI'S HARD HEADS-SCOTT PEARSON AND DARRELL SHULTZ. SCOTT BUCKED LOUISVILLE TRADITION AND PUT HIS HONDA IN THE 1/2 MILE WINNER'S CIRCLE, THE FIRST HONDA THERE IN OVER 15 YEARS. AND DARRELL REBOUNDED FROM A ROCK-KNOCK-DOWN TO WIN THE ATLANTA 500CC NATIONAL MX. TOUGH GUYS, TOPPED ONLY BY THE LIGHTEST/ FLASHIEST HARD HEAD HATS AROUND, THE 1982 SHOEI SNELL'80'S!

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This weekend was a real eye opener for riders who don't wear Scott goggles–they all got beat (again). In AMA pro motocross racing Team Honda's **Darryl Schultz** saw his way to victory in the 500cc Nationals. At the same race Team Honda's **Donnie Hansen** had the best point of view–he took the 250cc National class win.

Over two thousand miles away, the team of **Larry Roeseler** and **Chuck Miller** beat the rocks, the road and the competition to take the overall win at the SCORE Baja International.

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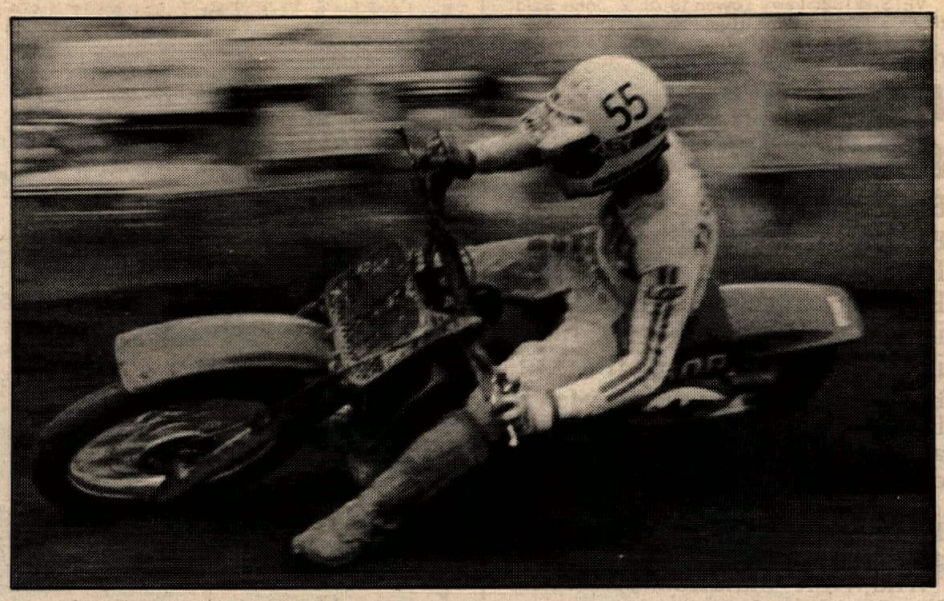
Steve Rhyan styles at CMC Saddleback.



Jim Tarantino took the overall Pro win at Corona's Memorial Day GP.

hon (Yam) were working their way through the field. Near the end of the moto, both Arnet and McMahon edged by a tiring Orescanin. Up front, Tarantino was unstoppable. He had extended his lead to a very comfortable margin while Manning rode steadily in second.

With only two laps remaining, Arnet fell, dropping back to sixth, and Pro Circuit's Mike Tripes (Hus), after getting off to an 11th place start, began to challenge McMahon for third. A few turns later, McMahon surrendered his third spot to Tripes. Tarantino took an impressive win while Manning took second, and third and fourth went to Tripes and McMahon.

Some of the most exciting action took place in the 125cc Pro class. At the start, Honda's Dean Cates roosted his way to the front of the pack while Doug Dubach (Yam), Gary Denton (Suz), Ron Lechien (Yam) and Honda's Brian Myerscough pursued. Denton, by the second lap, managed to take over the lead while Cates and Lechien were glued to his rear fender.

The battle was feirce, but Lechien found a way past Cates and Denton to take over the lead. But, Myerscough was on the warpath. He worked his way into second and set after Lechien. By the halfway point of the race, the two leaders were neck and neck. With only two laps to go, Myerscough wicked it past Lechien, taking over the lead. In the end, the two 125cc riders had passed all but one rider in the 250cc division, taking second and third overall. Myerscough captured the win in the 125s while Lechien took second. Mike Beier (Yam) worked his way into third while Cates settled for fourth.

In the Open Pro class, Eric MacCracken (Yam) of Malcolm Smith Products set the field afire with the blazing pace he set on his way to victory. MacCracken led from start to finish while fending off Wheelsmith's Micky Dymond (Mai). Dymond was the only rider who managed to stay within sight of MacCracken. Pete Snorteland (Yam) made up for a poor start by holding the throttle wide open to capture third. Another Wheelsmith rider, Randy Rodriguez (Mai), settled for fourth.

Turner takes two at CMC Saddleback

By Mike Klinger

ORANGE, CA, MAY 30

Honda Pro support rider "Radical Ron" Turner put together four motos and came up with two Pro class wins in this Continental Moto-sports Club MX. Kawasaki's Jeff Ward brought out his Open class machine and literally devastated the other Open competitors with two moto wins. Steve Rhyan just might have the new Hondas dialed in as he placed second in both the 250cc and Open Pros.

Suzuki support rider Gary Denton led the small field of 125cc Pros for one lap in moto one until Turner and Ward got it in gear. Denton led for five laps before Turner came out of nowhere and overtook Ward and Denton in one sweep. The three riders battled wheel to wheel for seven more laps until the rear shock on the Kawasaki went south and Ward slowed to a crawl but managed to finish third. Turner won by a wide margin after Denton bailed on the last lap. Denton was second with Dean Cates (Hon) fourth.

In moto two, Turner again put the screws to the group. With Ward out of competition, Turner had to contend with Denton and Cates. Turner made short work of the moto and the overall was his. Denton was second overall with Cates third and Taylor Marcell (Yam) fourth.

Turner again put another notch in the win column as 16 250cc Pros hit the turf and the holeshot went to the Honda-mounted Turner. In two laps Turner mounted a 10-second lead over the field. Micky Dymond (Mai) came off the gate hard to run second, but Steve Rhyan (Hon) had some other ideas and on lap six, he took over a solid second. Dymond settled into third with Ed Arnet (Hon) trying to move up. At the final lap, Turner had a 15-second lead over Rhyan but Rhyan was gaining two seconds per lap as the moto ended. Dymond was third with Arnet fourth.

Fritz Schlegel (Suz) put the move on Turner in moto two of the 250cc Pros. Turner led wire to wire but Schlegel and Rhyan pushed their little war right up onto Turner for the lead. Rhyan's 2-3 score put him second behind Turner's 1-1 score. Schlegel finished third with Arnet and Dymond following.

Jeff Ward (Kaw) had little trouble taking two moto wins in the Open class. Rhyan put his 480 Honda behind Ward but could not overcome the fleeing Kawasaki. Ward was awarded the overall with Rhyan second. Arnet was third and Pro Circuit Products' Bill Keefe (Hus) was fourth.

Results

60 JR: 1. J. Montevirgen (Yam).
MINI JR: 1. L. Smith (Suz); 2. S. Tucker (Yam); 3. F. Menges (Kaw).
MINI INT: 1. S. Skibel (Kaw); 2. R. Moss II (Kaw); 3. G. Tucker (Kaw).
MINI EX: 1. M. Toyama (Yam).
125 JR: 1. E. Drexler (Yam); 2. T. Dalen (Yam); 3. B. Dolan (Suz).
125 INT: 1. S. Storer (Kaw); 2. K. Henricksen (Yam); 3. R. Hayes (Suz).
250 JR: 1. B. Rhoades (Hus); 2. J. Almond (Suz); 3. K. Fryling (Suz).
250 INT: 1. T. Simmons (Suz); 2. M. Adamson (Suz); 3. L. Mason (Suz).
500 JR: 1. B. Melanson (Yam); 2. M. Smith (Yam); 3. C. Dowell (Yam).
500 INT: 1. L. Bacon (Suz); 2. R. Minter (Mai); 3. T. Henderson (Hon).
VET JR: 1. D. Featheringill (Kaw).
VET INT: 1. N. Costello (Yam); 2. J. Tartaglia (Mai); 3. H. Barnard (Mai).
VET MASTER: 1. J. Beltinck (Mai); 2. R. Pisarski (Hon); 3. J. Weisel (Suz).
125 PRO: 1. R. Turner (Hon); 2. G. Denton (Suz); 3. D. Cates (Hon).
250 PRO: 1. R. Turner (Hon); 2. S. Rhyan (Hon); 3. F. Schlegel (Suz).
500 PRO: 1. J. Ward (Kaw); 2. S. Rhyan (Hon); 3. E. Arnet (Hon).

DeAnza MX: Aloha Cogley, Rice, Dickinson

By Kit Palmer

SUNNYMEAD, CA, MAY 30

This was DeAnza Cycle Park's final round of the three race Hawaiian Get-Away Series and, going into the final round, any one of about eight riders could have won. So, for many, racing was tense and exciting. But, after a day's worth of racing, it was, in the 125s, 250s and Opens, Rudy Dickinson (Suz), Jim Cogley (Yam) and Reynard Rice (Yam) all winning a trip to Hawaii.

One of the most competitive classes throughout the series was the 250cc Novice class. In the first moto, Larry Dimmitt (Suz) had command of the race by the end of the first lap. In second and third were Paul Burval (Suz) and Cogley. Working his way up through the pack was Ruben Alvarado (Suz). On the final lap, Alvarado squeezed by Cogley to take over third. Dimmit took the win followed by Burval, Alvarado and Cogley.

In moto two it was Cogley who roosted into the lead followed by Chuck Wheeler (Suz), Alvarado and Dimmit. Three laps into the race Alvarado found a way past Wheeler and then he passed Cogley two laps later. Alvarado went on to take the win followed by Cogley, Wheeler and Dimmit.

Kevin Montgomery (Suz) wheelied to the front of the pack at the start of the first moto in the 125cc Novice class while Larry Benedict (Yam) and Michael Palumbo (Hon) trailed. However, Montgomery's lead was short-lived when Benedict snuck by by the second lap. The two leaders then engaged in a dog-fight for the lead. With three laps remaining Benedict found himself in second with Montgomery in the lead. Pressuring in third was John Cushingham (Suz) Cushingham had worked his way up after a mediocre start. Montgomery held on for the win while Benedict and Cushingham took second and third.

At the start of the second moto it was Benedict who stole the lead ahead of Cushingham and Montgomery. The three ran away from the pack while locked in a battle for the lead. But Benedict brushed the pressure of Cushingham and Montgomery aside and held on for the win.

Results

PEE WEES: 1. David Ochoa (Yam); 2. Dale Smart (Yam); 3. Chris Moore (Suz).
PEE WEES: 1. Josh Barner (Yam); 2. Troy Cunningham (Hon).
JR CYCLES: 1. Allan Brehm (Yam); 2. Wesley Klein (Yam).
MINI BEG: 1. Louie Pacino (Yam); 2. Bill Auberlen (Yam); 3. Chad Smart.
MINI NOV: 1. Ronnie West (Kaw); 2. Terry Szucsko (Yam); 3. Walter Armendariz (Suz).
MINI INT: 1. Tom Combs (Kaw); 2. Guy Giffin (Suz); 3. Mike Fitzgerald (Hon).
MINI INT: 1. Larry Brooks (Suz); 2. Mike Roberts (Yam).
125 BEG: 1. Mike Magallanes (Yam); 2. Marlon Arana (Hon); 3. Gary Chapman (Yam).
125 NOV: 1. Larry Benedict (Yam); 2. John Cushingham (Suz); 3. Kevin Montgomery (Suz).
125 INT: 1. Rudy Dickinson (Suz); 2. Pete Lepp (Suz); 3. Jim Pearson (Suz).
125 PRO: 1. Brian Myerscough (Hon); 2. Charles Osterday (Suz).
250 BEG: 1. Todd Cunningham (Yam); 2. Steven Johnstone (Suz); 3. Don Ucker (Yam).
250 NOV: 1. Ruben Alvarado (Suz); 2. Larry Dimmitt (Suz); 3. Jim Cogley (Yam).
250 INT: 1. Colin Ryan (Yam); 2. Rick Boiteau (Hon); 3. Vincent Gonzales (Suz).
250 PRO: 1. Craig Gormley (Yam); 2. Pat Weber (Suz); 3. Greg Nash (Mai).
OPEN BEG: 1. Tim Harlow (Yam); 2. Jeff Fahy (Suz).
OPEN NOV: 1. Reynard Rice (Yam); 2. Greg Roberg (Yam); 3. Kelly McGuire (Suz).
OPEN INT: 1. Ron Lawson (Mai); 2. Mike Said (Mai); 3. John Sarrail (Yam).

VETS INT: 1. Larry Lowen (Suz); 2. John Said (Mai); 3. William Cline (Hus).
VETS JRS: 1. Devin Putnam (Mai); 2. Perry Blick (Yam); 3. Ken Warren (Hon).

Hometown boys good at Canyon MX

By Pam Hardin

PHOENIX, AZ, MAY 29

In the last race at Canyon Raceway in the qualifying series for the National to be held in Ponca City, a few California boys showed up, but the hometown boys made good in the 80cc Expert and the 80cc Intermediate Stock classes.

In the first split start moto, Robert Mason jammed down the straight to grab the holeshot with Bryan Bruner, "Wild Willie" Surratt and Mike Healey after him.

The Intermediate start saw Space Schriner, from California, grab first only to have it taken by Shawn Hilton in the fourth turn. Schriner regained the lead from Hilton with Dennis Parker and Craig Nielsen in third and fourth.

Mason remained cool in the Expert lead with total composure as he held off his Kawasaki teammate.

Parker passed Hilton on the third lap and started to reel in Schriner, but he got a little wild in a rut, and not even a Safety Ceet can help that much. By lap four, he hooked Schriner and jammed on. Shortly after, the Honda rider dropped it over a jump, and Hilton slid by on the final lap.

In the Expert race, the positions remained the same, but Surratt jammed from a few seconds behind to threaten Bruner's second. The Kawasaki rider kept his cool and took the checkered second.

Bruner took over in the second moto with Mason closely following. Parker made it easier on himself when he grabbed the lead first and kept it. John Moran and Craig Nielsen followed.

Bruner slipped up on "Suicide", remounted and fired his Kawasaki up just as the pack slid by. "Wild Willie" then took over first and left Mason and Healey to fight over second.

Positions remained the same as Surratt gradually pulled away from the pack. Moran came in striking range of Parker as they both pulled about 10 seconds on the pack.

Results

JR CYCLE STK NOV: 1. Damon Watkins (Yam); 2. Chip Young (Yam); 3. Morgan Adams (Yam).
JR CYCLE STK INT: 1. Wes Parker (Yam); 2. Greg Stultz (Yam).
PEE WEE MOD: 1. Timmy Clatone.
JR CYCLE MOD NOV: 1. Chip Young (Yam); 2. Damon Watkins (Yam); 3. Morgan Adams (Yam).
JR CYCLE MOD INT: 1. Wes Parker (Yam); 2. Jimmy Button (Yam).
80 BEG: 1. Mike Mariani (Kaw); 2. Timbo Reeves (Suz); 3. Tommy Butcher (Yam).
80 NOV STK: 1. Ken Hilton (Yam); 2. Billy Carlson (Yam); 3. Scott Bawden (Kaw).
80 NOV MOD: 1. Scott Bawden (Kaw); 2. Billy Carlson (Yam); 3. Ken Hilton (Yam).
80 INT STK: 1. Dennis Parker (Yam); 2. Shawn Hilton (Yam); 3. John Moran (Yam).
80 INT MOD: 1. Shawn Hilton (Yam); 2. Dennis Parker (Yam); 3. John Moran (Yam).
80 EX STK: 1. Robert Mason (Kaw); 2. Willie Surratt (Kaw); 3. Bryan Bruner (Kaw).
80 EX MOD: 1. Bryan Bruner (Kaw); 2. Mike Healey (Hon); 3. Robert Mason (Kaw).
105: 1. Willie Surratt (Kaw); 2. Bryan Bruner (Kaw); 3. Robert Mason (Kaw).
125 BEG: 1. Doug Tepe (Kaw); 2. Hal Owens (Suz); 3. Dennis McEwain (Hon).
125 NOV STK: 1. Steve Staltz (Suz); 2. Tiberio Esparza (Yam); 3. Larry Hamen (Yam).
125 NOV MOD: 1. Keith Nielsen (Yam); 2. Chris Martinez (Hon); 3. Terry Crow (Kaw).
125 INT STK: 1. Jim Gunderson (Hon); 2. Eric Kirk (Kaw); 3. George Bustos (Kaw).
125 INT MOD: 1. Richie Dobbs (Yam); 2. Jason Rincon (Kaw); 3. Scott Keyes (Kaw).
125 EX STK: 1. Chappy Blose (Hon); 2. Bobby White (Yam) 3. Mark Meredith (Kaw).
125 EX MOD: 1. Drey Dircks (Suz); 2. Mark Meredith (Kaw); 3. Bobby White (Yam).
250 BEG: 1. Tony Osuch (Suz); 2. Chuck Copeland (Suz); 3. Chris Strebe (Kaw).

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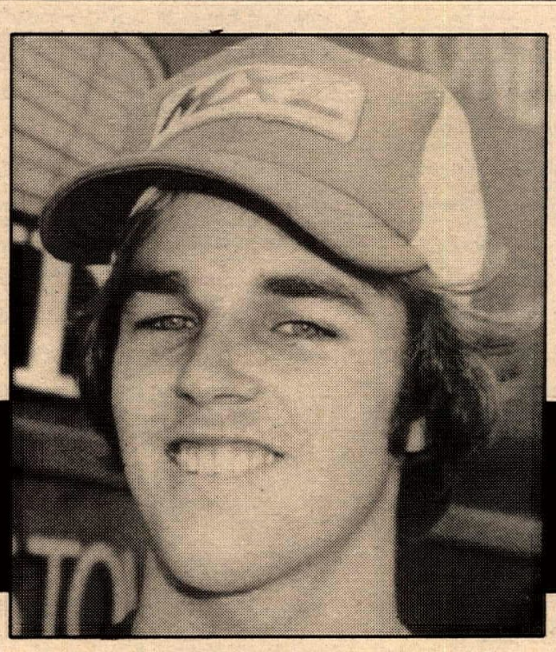
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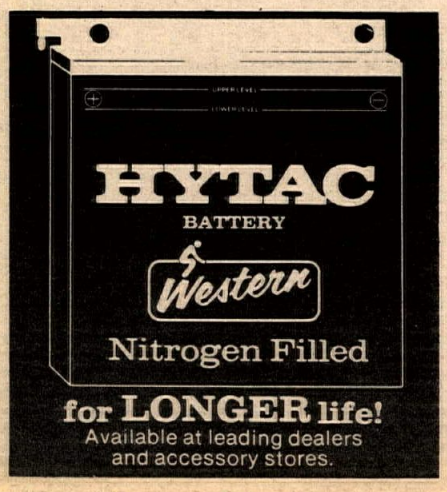

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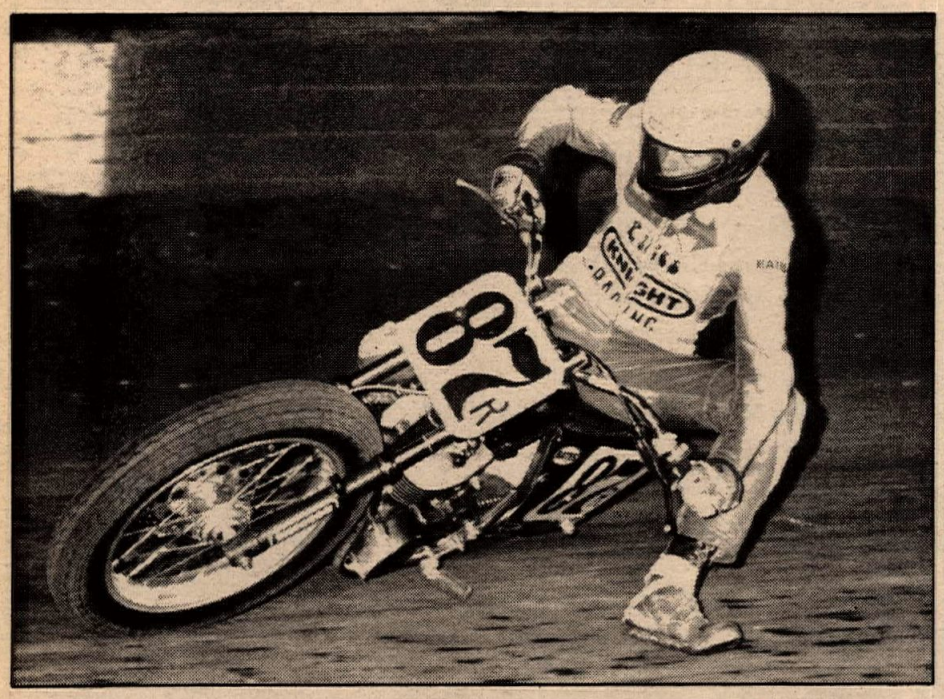


Everything winner, Pete Hames, gets sideways at Ascot's CMC ST.

250 NOV: 1. Ed Harrington (Suz); 2. Bruce Berkley (Suz); 3. Chuck Haynes (Hon).
250 INT: 1. Brett Buckner (Hon); 2. Aaro Womble (Hon); 3. Tom Witt (Yam).
250 EX: 1. Chappy Blose (Hon); 3. Rick Nagle (Hon).
OPEN AM: 1. Bob Tomaw (Hon); 2. Glen Dawson (Hon); 3. Steve Akers (Hus).

Oops Night for Novices at Corona MX

By Kit Palmer
CORONA, CA, MAY 28

Racing this evening at Corona Raceway was a little bit more exciting than usual when the Supercross section of whoops, normally reserved for Intermediates and Pros, were opened to the Beginner and Novice ranks. Many were expecting some heavy-duty flying Ws, but throughout the night there were only a few spills.

In the 125cc Novice class it was Kenny Guyett (Kaw) of Rincon Kawasaki who swept the competition under the carpet after he cleaned up in both motos. Guyett grabbed the holeshot in both motos and led every lap for the win. Guyett's closest competitor was Honda-mounted Rob Edwards. Edwards, in the first moto, gave Guyett a fight but he couldn't keep up with Guyette's smooth and fast pace. Edwards took second while Jerry Arsenault (Kaw) settled for third.

Holding the throttle open just a fraction of a second longer than Edwards, Guyett took the holeshot at the start of the second moto. Within a few turns Guyett had developed a slight lead over Edwards and Arsenault. But the real battle took place over second between Edwards and Arsenault. Near the end of the moto Arsenault made his move and took over second. Guyett went on to take the win followed by Arnsenault and Edwards.

Riverside Suzuki's Bruce Harcrow (Suz) took command of the 125cc Intermediate class after he combined a 1-2 score for the win. Harcrow's closest competitor was Mark Urseth (Suz). Urseth rode to a 2-3 score for second overall. Third went to second moto winner Chris Lance (Kaw) while Paul Herman (Kaw) settled for fourth.

By night's end, after battling with 13 Mini Beginner riders, it was Chad Smart who emerged with the victory. Smart rode to two flawless wins ahead of second place finisher Jerry Mills (Yam). Mills combined a 5-2 tally, edging out Tony Magallanes's (Suz) 4-3 combination. David Tanghe (Yam) had to be content with fourth.

Results

50 PEE WEES: 1. Dave Ochoa (Yam: 2. D. Dale (Yam).
60 PEE WEES: 1. Shane Hunt (Yam); 2j. Jermy Applegate (Yam).
MINI BEG: 1. Chad Smart (Suz); 2. Jerry Mills (Yam); 3. Tony Magnallanes (Suz).
MINI NOV: 1. Alex Mansfield (Kaw); 2. Arthur Hutter (Kaw); 3. Terry Szucsko (Yam).
MINI INT: 1. Charlie Harries (Yam); 2. Glenn Tucker (Kaw); 3. Derek Nye (Yam).
125 BEG: 1. Gustauo Herrera (Suz); 2. Pete Rutherford (Suz); 3. Steve Odehnal (Yam).
125 BEG: 1. John Stroud (Kaw); 2. Rick Spooner (Yam); 3. Mike Magallanes (Yam).
125 NOV: 1. Kenny Guyett (Kaw); 2. Rick Edwards (Hon); 3. Kevin Worrell (Kaw).
125 INT: 1. Bruce Harcrow (Suz); 2. Mark Urseth (Suz); 3. Chris Lance (Kaw).
OPEN PRO: 1. Tom Brown (Kaw); 2. Tom Cleveland (Suz); 3. Mark Jones (Yam).
250 BEG: 1. Jeff Pitiser (Hon); 2. Alan Hever (Suz); 3. Chris Kleczko (Yam).
250 NOV: 1. Steve Anderson (Suz); 2. John Gable (Suz); 3. Thomas Brown (Suz).
250 INT: 1. Chris Fleming (Suz); 2. Ken Campbell (Kaw); 3. Bob Browne (Hon).
500 BEG: 1. Jeff Bragia (Yam); 2. Steve Marolda.
500 NOV: 1. Roger Kokos (Hus); 2. Jerry Booth (Hon); 3. Jeff Clausen (Hon).

Canoy, Roberts maximize Minis at OCIR night MX

By Steven Crosby
IRVINE, CA, MAY 27

Those riders who made it out to tonight's Orange County International Raceway motocross were greeted with a new section of track. The Pros and Intermediates found their section to be especially unforgiving to mistakes in judgement. Micky Dymond, who missed practice, took home the 250cc Pro victory ith a 1-2 finish while Taylor Marcell swept the 125cc Pro ranks.

The hottest action this week was found in the Mini Expert and Intermeidate race. In the first moto, Expert Mike Roberts jumped into the lead. Wade Bone was right behind with Craig Canoy and Derek Nye, all Intermediates, chasing, On the second lap, in the high berm turn before the big jump, Roberts went down and fell back several places before he was on his way.

Bone now held the lead while being pressured by Canoy, who was running for the first time in the Intermediate ranks. In the hairpin turn, Canoy tried to slide by Bone, but Wade shut him off, and Canoy stalled out. On the next lap, the other Expert, Tim Rutherford who was in fourth, crashed in the stutter bumps., and Canoy passed him.

Nye was now second in his class and third overall and was trying to catch Bone. Canoy wouldn't let up and going into the new section of the track he passed Nye before the tabletop.

Roberts, meanwhile, had taken over the lead. Canoy was pressuring Bone with no luck, but Bone faltered in the stutter bumps, and Canoy became the Intermediate leader and held on behind Mike Roberts. Bone finished second in his class with Randy Gatica third.

In the second moto, Derek Nye took the holeshot and held off Roberts for several laps. Canoy started second, but Rutherford caught him over the tabletop corner on the second lap. Roberts quickly dissolved Nye's lead, though Nye still led his class. Canoy was fourth and moved by Rutherford when the stutter bumps proved to be too tough.

The Expert win went to Roberts. Canoy, in his first Intermediate race, took home first with a 1-2 over Nye's 5-1.

Results

MINI BEG DIV 1: 1. Don Burke (Yam); 2. Wesley Klein (Yam); 3. Anthony Magallanes (Suz).
MINI BEG DIV 2: 1. Jerry Cotter (Kaw); 2. Tim Galceron (Kaw); 3. Donny McGlaughlin (Yam).
MINI NOV: 1. Deron Wilson (Yam); 2. John Fitterer (Yam); 3. Steve Tucker (Yam).
MINI INT: 1. Craig Canoy (Suz); 2. Derek Nye (Yam); 3. Glenn Tucker (Kaw).
MINI EX: 1. Mike Roberts (Yam); 2. Tim Rutherford (Kaw).
MINI PRO: 1. Shawn McConnell (Hon); 2. Kent Ellioti (Hon).
125 BEG DIV 1: 1. Steve Potter (Kaw); 2. Jim Matiasevich (Hon); 3. Todd Correll (Yam).
125 BEG DIV 2: 1. Bob Hainey (Kaw); 2. Tony Wright (Yam); 3. Mike Webber (Kaw).
125 NOV: 1. Mike Dodge (Kaw); 2. Howard Tressville (Suz); 3. Tim Linehan (Yam).
125 INT: 1. Paul Colston (Kaw); 2. Jay Spear (Suz); 3. Dan Hovis (Yam).
125 PRO: 1. Taylor Marcell (Yam); 2. Tim Shelton (Yam); 3. Greg Hazdra (Suz).
250 BEG: 1. Dan Berg (Suz); 2. Tom Jarrell (Hon); 3. Bob O'Neill (Hon).
250 NOV: 1. Mark Gardner (Hon); 2. Greg Nash (Hon); 3. Pat Killam (Suz).
250 INT: 1. Kevin Rice (Yam); 2. Chris Fleming (Suz); 3. Larry Gross (Yam).
250 PRO: 1. Micky Dymond (Mai); 2. Jim Brodie (Hon); 3. Tim Shelton (Yam).
OPEN BEG: 1. Tom Anderson (Hon); 2. Jeff Bragia (Yam); 3. Steve Snook (Mai).
OPEN NOV: 1. Karl Holmberg (Yam); 2. Kayo Knight (Suz); 3. Leo Saul (Yam).
OPEN INT: 1. Don Glover (Yam); 2. Jeff Conlin (Hus); 3. Mark Gleckl (Yam).
VET: 1. Jeff Matthews (Suz).

Hames short track star at CMC Ascot

By Maureen Lee
GARDENA, CA, MAY 27

The Continental Moto-sports Club shifted to a neat short track for this Thursday's Ascot racing. First group out had the 125s and Veterans together. Brent Bowers just dusted everybody on his 125 Yamaha with Veteran Jim Wells sharing a second overall with another 125cc ridden by David Ehrhart.

Jim Steet won the 250cc Intermediate class with two straight. Second moto, he passed Brent Bowers and Michael Hart in one swoop going through the south turn. Bowers was able to pull up a bit on him, but Steet had the edge.

Some of the best action for the evening came in the 250cc Junior class. Their first time out turned into an evenly spaced merry-go-round, but in the second go Orlando Lamboy grabbed the lead with Jeff Runyan chasing him hard. Jeff eventually slipped down a bit lower on the track and took over, going on to put quite a bit of space between himself and Orlando. That track sure looks like fun to ride!

Jimmie O'Dell on his speedway Jawa took off in second place behind Pete Hames in the first round of the 500cc Pro class. Hames was just running off with it, and it looked for a bit like the speedway bike might just end up with second, but Jeff Johnson and Jimmy Snow both got him.

Second moto, O'Dell got into trouble going into turn one and high-sided it. Ouch! Both ambulances came scurrying, but he was picked up and dusted off with no serious damaged done.

On the restart, off went Hames again with the lead, then Johnson, Snow and Dan Kane. Johnson finally retired, but there was no way anyone was going to catch Pete. He won the 250cc Pro class, too, although Chris Cannon had him within his grasp a couple of times. For the record, Hames won Open Pro, too, on a Triumph that sounded just great, perfectly geared and pulling just right.

Results

125 INT: 1. Brent Bowers (Yam); 2. David Ehrhart (Yam).
125 JR: 1. Kurtis Cushman (Suz); 2. Scott Alsobrook (Yam).
VET JR: 1. Jim Wells (Mai).
OT JR: 1. Bob Schneider (Yam).
250 PRO: 1. Pete Hames (Kaw); 2. Chris Cannon (Yam); 3. Greg Nelson (Yam).
250 INT: 1. Jim Steet (Yam); 2. Brent Bowers (Yam); 3. Michael Hart (Hon).
250 JR: 1. Jeff Runyan (Yam); 2. Orlando Lamboy (Hon); 3. Mark Crookston (Yam).
500 PRO: 1. Pete Hames (Yam); 2. Jimmy Snow (Mai); 3. Dan Kane (Yam).
500 JR: 1. Orlando Lamboy (Hon); 2. Steve Honeycutt (Hon); 3. Jim Wells (Mai).
OPEN PRO: 1. Pete Hames (Tri); 2. Jimmy Snow (Mai); 3. Jeff Johnson (Hon).
OPEN SPORTSMAN: 1. Jeff Runyan (Yam).

Arnet, Bishop take CMC Ascot 500cc battles

By Tom Corley
GARDENA, CA, MAY 26

National rider Ed Arnet just made the switch to Honda machinery; a proven nighttime racer, he made his debut on his new machine and took third place 250cc Pro at the Continental Motosports Club Ascot motocross behind Todd Peterson and Russ Wageman. He was even more successful in the 500cc Pro class where he defeated Glen Senecal for the top money.

In the first moto of the 500cc Pro class, Arnet had the lead over Gary Jones and Senecal. Jones went too wide in the sweeper, and Senecal flew by for second place. Senecal kept moving up on Arnet, and he made the pass to take the lead position in the corner before the finish.

Both Jones and Bill Keefe didn't complete the second moto of the 500cc Pro race. Arnet wasn't ready on the starting gate and he had to ride without his goggles. Senecal's Premier Yamaha was roosting Arnet and making it difficult for him to see.

Arnet was able to put pressure on, and Senecal stalled his motor. This gave Arnet the lead for the win.

Yandell Bishop led the first moto of the 500cc Junior class, but Bill Melanson was out to get him. Melanson was fifth at the beginning of the race, but moved up to second place halfway through the moto. He made his move on the leader in the palm tree corner and rammed Bishop. Both of them fell, but Bishop was able to get his Honda into gear quicker than Melanson. Bishop took first ahead of Scott Van Dyke, who was on a Honda four-stroker with the headlight on. Scott Reel placed third ahead of Melanson.

Melanson used the same plan on Bishop in the final moto of the 500cc Junior class. He would bump Bishop's back tire but couldn't take the lead. Bishop was tiring but came through with the win and the overall ahead of Melanson and Reel.

Results

60 JR: 1. Shawn Bates (Yam); 2. Jason Collier (Yam); 3. Joel Tokarsky (Yam).
80 JR DIV 1: 1. Canon Squires (Yam); 2. Keith McMillen (Hus); 3. Jason Collier (Hon).
80 JR DIV 2: 1. Rob Sassen (Hon); 2. Robert Makimoto (Yam); 3. Jason Jones (AMX).
80 INT: 1. Arthur Huffer (Kaw); 2. Glenn Tucker (Kaw); 3. Thayne Zito (Yam).
125 JR DIV 1: 1. Mike Caruana (Yam) 2. Kenny Donelson (Kaw); 3. Phil Lemmons (Kaw).
125 JR DIV 2: 1. John Bush (Yam); 2. Mike Claxton (Suz); 3. Eddie Craig (Suz).
125 INT: 1. Scot Clifton (Suz); 2. Bill Lunney (Suz); 3. Scott Crawford (Hon).
125 PRO: 1. Todd Peterson (Yam); 2. Russ Wageman (Suz); 3. Mike Beier (Yam).
250 JR: 1. Mike Overby (Kaw); 2. Mick Krick (KTM); 3. Anly Hernandez (Suz).
250 INT: 1. Denny Vorndran (Hon); 2. Randy Morales (Yam); 3. Tim Kitchens (Suz).
250 PRO: 1. Todd Peterson (Yam); 2. Russ Wageman (Suz); 3. Ed Arnet (Hon).
500 JR: 1. Yandell Bishop (Hon); 2. Bill Melanson (Yam); 3. Scott Reel (Suz).
500 INT: 1. Jeff Conlin (Hus); 2. Chris Jackson (Mai); 3. Steven VanZant (Mai).
500 PRO: 1. Ed Arnet (Hon); 2. Glen Senecal (Yam); 3. Tom Mayfield (Mai).
VET JR: 1. Mike McMillen (Mai); 2. Alan Gerkey (Suz); 3. Ted Jones (Mai).
VET INT: 1. Dickie McMillen (Hus).
VET MASTER: 1. Randy Rodgriguez (Mai); 32. Bob Ottow (Mai).
OLD TIMER JR: 1. William McKinley (Hon).

Turner trounces CRC Saddleback Pros

By Lee Taylor

ORANGE, CA, MAY 23

For American Honda ace Ron Turner, known as "The King Of Saddleback Mountain", today's California Racing Club motocross was yet another spectacular back-to-back victory.

The first moto found Yamaha support rider Scott Manning shoot off the line with the lead, followed by Turner, with Troy Manning in third. Fred Nichols (Pomona Valley Kaw) had the unenviable job of holding back a raging pack and Mike Shoemaker (Hon). Mike Beier (Yam) rounded out the top six. Turner, cagey as ever, finally made his move and with a lap time of 1:36.4 slipped a wheel under Manning and set out to find some room to breathe. "The Shoe" lost no time in edging his way into third. Andy Guth (Hon) made a spectacular come-from-behind charge to fourth as Turner, Manning and Shoemaker led the way across the finish line.

When the machines came to life for their final encounter, Turner was ready and led the pack up the start hill followed by Shoemaker and Troy Manning. Shoemaker lost no time in settling into second and with Gary Adams now rounding out the top three, the Hondas were ruling. Shoemaker was breathing down Turner's jersey and fought to hold off the "Manning Gang" as Scott and Troy took over third and fourth. Turner and Shoemaker finally pulled away, and Turner, his eye on a double win, found himself fighting Shoemaker down to the wire.

Coming in for the checkered flag, Turner, trapped in lapped traffic, found Shoemaker within three bike-lengths of snatching away the win. Turner held on by the skin of his teeth, Shoemaker claimed second place loot, and Scott Manning, with a 2-4 tally, claimed third overall winnings.

Results

60 NOV: 1. Jon Shier (Yam).
60 EX: 1. Alvin Matthews (Yam).
80 BEG: 1. Brian Pruitt (Yam); 2. Gary Wright (Suz); 3. Jeff David (Yam).
80 NOV: 1. Craig White (Yam); 2. Brian Felix (Yam); 3. Bunky Morton (Suz).
80 INT: 1. Pat Brady (Yam); 2. Walter Flicker (Yam); 3. Tommy Combs (Kaw).
80 EX: 1. Jeff Barbacovi (Yam).
100 BEG: 1. Mike Penta (Suz).
100 NOV: 1. Chuck Whitmore (Suz).
125 BEG: 1. Robert Mathews (Suz); 2. Matt Dunlap (Suz); 3. Loren Bjorkman (Kaw).
125 NOV: 1. Joseph Crouch (Suz); 2. Scott Delameter (Yam); 3. Jon Barrieli (Yam).
125 INT: 1. Steve Cardillo (Yam); 2. Bruce Harcrow (Suz); 3. Doug Davison (Suz).
125 PRO: 1. Ron Lechien (Yam); 2. Ron Turner (Hon); 3. Mike Beier (Yam).
250 BEG: 1. Clay Stanford (Suz); 2. Greg Nash (Hon); 3. Mark Bonotto (Suz).
250 NOV: 1. Don Goehling (Suz); 2. Dan Fitzgerald (Suz); 3. Bill Chapin (Hon).
250 INT: 1. Rusty Hannah (Suz); 2. Brent Shermak (Hon); 3. Joe Melton (STR).
250 PRO: 1. Ron Turner (Hon); 2. Mike Shoemaker (Hon); 3. Scott Manning (Yam).
OPEN BEG: 1. Howard Lobal (Mai); 2. Michael Shaw (Yam); 3. Richard McClintock (Yam).
OPEN NOV: 1. Karl Holmberg (Yam); 2. Jud Oshier (Suz); 3. Monte Lutz (Yam).
OPEN INT: 1. Chris Mallory (Mai); 2. Alan Olson (Mai); 3. Glenn Wells (Hon).
OPEN PRO: 1. Matt Tedder (Hon); 2. J.W. Hansen (Yam).
VET JR: 1. DeWayne Stark.
VET INT: 1. Ray Pisakski (Hon); 2. Nick Costello (Yam); 3. Jody Weisel (Suz).
VET SR: 1. Alan Olson (Mai); 2. Marino Bastionell (Suz); 3. Carl Gazafy (Hon).

Quarter Trophy, Hawaiian series keep things hopping at DeAnza

By Kit Palmer

SUNNYMEAD, CA, MAY 23

Winners of DeAnza's Quarter Trophy series were presented their awards today after a four-month long battle against fellow DeAnza Racing Club members. Taking top honors in the Pee Wee division was Steven Henegveld; Adam Fitzgerald walked away with first in the Mini class. Although unable to contend in the final two weeks of the series due to injury, Lance Gorton still managed to capture the well deserved victory in the regular division. And William Cline claimed the king of the hill in the Vets class.

Round two got the Hawaiian Get-Away series back in action, and it looks as though the final out-come will be decided with the final moto. Going into the final week with a slight advantage in the 250cc division is Jim Cogley (Yam). Cogley today managed to capture the win in the 250cc Novice class after dicing with Ruben Alvarado (Suz) and Larry Dimmit (Suz) in both motos.

Cogley put his rear wheel to the ground and grabbed the holeshot at the start of the first moto while pursued by Steve Paris (Suz), Mark Valentino (Kaw) and Dimmit. The leaders were within inches of each other throughout much of the race.

Alvarado made the first move by passing Valentino by the third lap. But Alvardo's drive didn't end there. A couple of laps later Alvarado snuck by Paris and then set after Cobley. With only a few laps remaining the leaders were still neck and neck. Dimmit snuck up and zapped both Alvarado and Valentino with only a few turns to go. Cogley held on to take the win followed by Dimmit, Alvarado and Valentino.

In moto two it was Alvarado who roosted into the lead, and he never looked back on his way to victory. Cogley held on to second throughout the race as did Dimmit in third. Alvarado's 3-1 combo was enough for second while Dimmit's 2-3 score got him third.

Results

PEE WEE: 1. Dale Smart (Yam); 2. David Ochoa (Ita); 3. Chris Wheeler (Suz).

(From left) DeAnza Quarter Trophy winners, Cline, Gorton and Fitzgerald.

PEE WEE: 1. Scott Putnam (Yam); 2. Judd Scanlan (Yam).
PEE WEE: 1. Eric Meyer (Kaw); 2. Steve Garcia (Suz).
MINI BEG: 1. Anthony Magallanes (Suz); 2. Bill Auberlen (Yam); 3. Chad Smart (Suz).
MINI NOV: 1. Walter Armendariz (Suz); 2. Pete Peterson (Yam); 3. Mike Michetti (Suz).
125 BEG: 1. Ray Amey (Yam); 2. Daryl Stevens (Yam); 3. Mike Magallanes (Yam).
125 NOV: 1. Larry Benedict (Yam); 2. Kevin Montgomery (Suz); 3. John Cushingham (Suz).
125 INT: 1. Rudy Dickinson (Suz); 2. Jim Pearson (Suz); 3. Danny Cantley (Kaw).
125 PRO: 1. Brian Myerscough (Hon); 2. Charles Osterday (Suz); 3. Donnie Sigrist (Suz).
250 BEG: 1. Steven Johnstone (Suz); 2. Todd Cunningham (Yam); 3. Robert Simons (Yam).
250 NOV: 1. Jim Cogley (Yam); 2. Ruben Alvarado (Suz); 3. Larry Dimmit (Suz).
250 INT: 1. Colin Ryan (Yam); 2. Don Bazemore (Suz); 3. Vincent Gonzollez (Suz).
OPEN BEG: 1. Tim Harlow (Yam); 2. Jeff Fahy (Suz); 3. Tom Flynn (Yam).
OPEN NOV: 1. Reynard Rice (Yam); 2. Greg Roberg (Yam); 3. Mike Carlo (Mai).
OPEN PRO: 1. Craig Gormley (Yam); 2. Eddie Michetti (Suz).
VET JR: 1. Kevin Putnam (Mai); 2. Tony Garcia (Yam); 3. D. Kokos (Hus).
VET INT: 1. Michael Collins (Yam); 2. Wayne Cornelius (Hus); 3. William Cline (Hus).
VET SR: 1. Ed Michetti (Suz); 2. Paul Wilde (Yam).

Zahrt, Schmitz capture AME Pro-Trac series round three

By Laura Richard

VALENCIA, CA, MAY 23

The third round of the Pro-Trac trailer series, presented by the American Motocross Enterprises, came off today at Indian Dunes on the Shadow Glen track.

One of the best and most heated events of the day was the 125cc Pro race. Round one saw Honda-supported Steve Schmitz jump into the lead with Jerry Fasold Honda-sponsored Willy Simons in second. Schmitz and Simons diced it out the entire race with Simons finally putting the pass on Schmitz in the sand. He took the lead and the first moto win with Schmitz in second and third going to Simi Honda-mounted Bruce Maynor.

Round two saw Suzuki of Bakersfield rider Gary Bowman jumping to the lead, Schmitz dropping into second and Simons into the third place spot. Bowman was able to keep the lead with Schmitz and Simons right on his heels.

The overall for the day went to Schmitz with a pair of seconds with second place going to Simons and third to Bowman.

There was no stopping the strong ride of *Dirt Bike* Magazine Kawasaki-mounted Ken Zahrt as he took back to-back wins in the 250cc Pro class. Zahrt jumped into the first moto lead with Simi Honda's John Drury in second and DG Yamaha-mounted Pete Snorteland third. Zahrt pulled quite a lead to take the first moto win.

Round two: again it was Zahrt taking the lead, this time with Snorteland in second and Burbank Yamaha rider Jim Coffey filling the third place spot. Again there was no stopping Zahrt. He took the second moto win and the overall for the day with Snorteland taking second and third going to Coffey.

Results

125 PRO: 1. Steve Schmitz (Hon); 2. Willie Simons (Hon); 3. Gary Bowman (Suz).
250 PRO: 1. Ken Zahrt (Kaw); 2. Pete Snorteland (Yam); 3. Jim Coffey (Yam).
OPEN PRO: 1. Tracy Oswell (KTM); 2. Greg Torgerson (Yam); 3. Beaver Ellis (KTM).
PEE WEE: 1. Mitchell Hukill (Yam); 2. Brad Jones (Yam); 3. Pat Wade (Suz).
61 JR: 1. Seam Blanchard (Yam); 2. Keith Bowen (Yam); 3. Chris Ross (Yam).
61 EX: 1. Danny Lamb (Yam).
83 BEG: 1. Cory Kruzman (Hon); 2. Rich Banlowe (Hon); 3. Abbazabba Abbott (Kaw).
83 JR: 1. Tom Holt (Kaw); 2. Chris Burgess (Suz); 3. Tony Mercier (Suz).
83 INT: 1. Joe Lozano (Yam); 2. Jeff Reynolds (Yam); 3. Curt Trimble (Yam).
83 EX: 1. William Surratt (Kaw); 2. Lance Johnson (Suz).
100 JR: 1. Toby Lawes (Yam); 2. Tony Mercier (Yam); 3. Mike Hukell (Yam).
125 BEG: 1. Dennie Ivarsson (Yam); 2. Jim Faulkner (Suz); 3. Barry Katz (Suz).
125 JR: 1. David Antillion (Yam); 2. Mike Hughes (Suz); 3. Warren Heath (Yam).
125 INT: 1. Marco Folchi (Hon); 2. Lance Johnson (Suz); 3. Bruce Delgado (Suz).
250 BEG: 1. Clayton Hall (Yam); 2. Clyde Williams (Suz); 3. Thomas Petrus (Kaw).
250 JR: 1. Steve Handig (Kaw); 2. Dean Kassel (Yam); 3. Jeff Post (Suz).
250 INT: 1. Dave Welty (Suz); 2. Eric Selgero (Hon); 3. Chuck Penny (Suz).
OPEN BEG: 1. Ken Link (Suz); 2. Cliff Hall (Yam).
OPEN JR: 1. Jeff Bouchillon (Mai); 2. Mike Destefano (Yam); 3. Ed Foftis (KTM).
OPEN INT: 1. Dan Baker (Hon); 2. Ronnie Lewis (Yam); 3. Matt Johnson (Mai).

Western hotline

Bruce Bunch picked up three NMA wins for Suzuki at Saddleback.

VET JR: 1. Ken Sheff (Yam); 2. Jess Ruf (Yam); 3. Richard Drolen (Hus).
VET INT: 1. George Lazenby (Suz); 2. Kent Shepard (Suz).
VET EX: 1. Lowell Spiva (Yam); 2. Randy Lewis (Hus); 3. Larry Shoemaker (Yam).

Saddleback hosts NMA GNC series round two

By Tom Corley
ORANGE, CA, MAY 23

The second round of the NMA Grand National Championship Series for the Western region took place at Saddleback today and with an even stronger U.S. Suzuki team. Bruce Bunch from Orange played the hero's role as he smoothed his way to the victory in all of the 80cc Stock and Modified Expert races plus the 105cc competition. Not too far behind Bunch were his teammates Rick Hemme and Larry Brooks.

Bruce Bunch started off his bunch of wins with the start of the 80cc Modified Expert race. He took the holeshot followed by Rick Hemme and Paul Denis. Pro-Trac Kawasaki rider Bob Moore and KX-mounted Scott Brown swung fourth and fifth.

Bunch and Hemme were in control in the final moto while Robert Mason on a Kawasaki broke up a Suzuki sweep as he edged out Larry Brooks who placed fourth. Overall it was Bunch, Hemme and Mason.

Kyle Fleming (Suz) followed Bunch and Hemme during the first moto in the 80cc Stock Expert race. Larry Brooks came back in the final to fit into the third place spot and pushed Fleming back to fourth while Bunch and Hemme repeated their first moto performances.

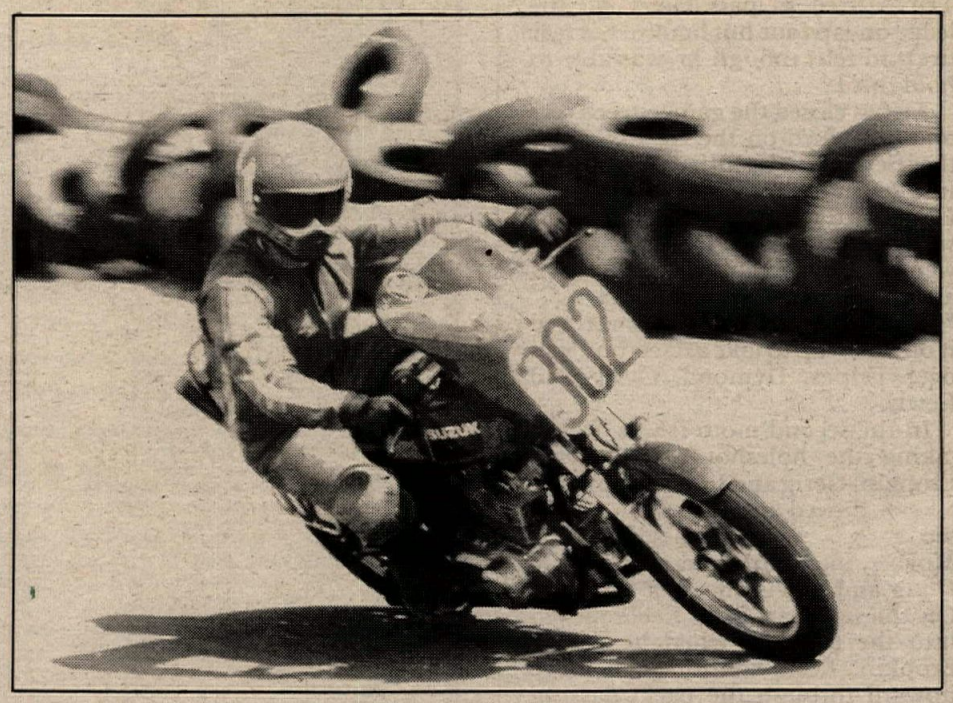
Rick Hemme took the holeshot in the final 105cc event, but Bunch took over when he made the pass in a corner. Bunch won the first moto ahead of Brooks and Hemme. Both Mouse McCoy and Scott Brown had mechanical problems and pulled to the side. In this race it was Bunch, Hemme and Brooks overall.

Kawasaki riders were on the move in 80cc Stock Intermediate action. Steve Skibel played the holeshot artist the whole day. He took his green machine out in front in the first moto, but on the second lap Kyle Lewis slid by him. Suzuki's John Conney was gaining yardage on Skibel and soon made the pass. Then on a slippery downhill section Conney fell down, and Skibel regained second place. Conney wasn't out of the contest, and he remounted his bike and set out after Skibel. He made the pass on the finish line jump. Conney followed Lewis throughout the rest of the race while Skibel placed third.

Skibel had another excellent start in the final moto but lost the lead to Lewis, Conney and Dennis Parker. Though Lewis was not able to take a holeshot, his aggressive style of riding earned him the overall win with a 1-1 tally. Conney's 2-2 placed him in second ahead of Skibel's 3-4 and Parker's 6-3.

Results

PEE WEE STOCK: 1. Sean Thornton (Yam); 2. Jesse James (Yam); 3. Joshua Barker (Ita).
PEE WEE MOD: 1. Justin Rich (Yam); 2. Frankie Vallegas (Yam); 3. Jesse James (Yam).
JR CYCLE STOCK 6-8: 1. Ronnie Densford (Yam); 2. Tony Sulek (Yam); 3. Sean Thornton (Yam).
JR CYCLE STOCK NOV 9-11: 1. Richard Saxton (Yam); 2. Buddy Antunez (Yam); 3. Dustin Evans (Yam).
JR CYCLE STOCK INT 9-11: 1. Kyle Lewis (Yam); 2. Bubba Erickson (Yam); 3. Steven Kotajarvi (Yam).
JR CYCLE MOD 6-8: 1. Jimmy Button (Yam); 2. Ronnie Densford (Yam); 3. Tony Sulek (Yam).
JR CYCLE MOD NOV 9-11: 1. Richard Saxton (Yam); 2. Buddy Antunez (Yam); 3. Shawn Bates (Yam).
JR CYCLE MOD INT 9-11: 1. Shane Hunt (Yam); 2. Kyle Lewis (Yam); 3. Bubba Erickson (Yam).
80 STOCK NOV 9-11: 1. Gary Trachy (Suz); 2. Mark McDonald (Yam); 3. Lenny Guyett (Yam).
80 STOCK NOV 12+: 1. Craig Canoy (Suz); 2. Sean Delvenne (Kaw); 3. Ron West (Kaw).
80 MOD NOV 9-11: 1. Gary Trachy (Suz); 2. Mark McDonald (Yam); 3. Jimmy Didier (Suz).
80 MOD NOV 12+: 1. Craig Canoy (Suz); 2. Lance Smith (Suz); 3. Sean Delvenne (Kaw).
80 STOCK INT 12+: 1. Kyle Lewis (Kaw); 2. John Conney (Suz); 3. Steve Skibel (Kaw).
80 MOD INT 12+: 1. Mouse McCoy (Hon); 2. Dennis Parker (Yam); 3. Steve Gamble (Yam).
80 STOCK EX 12+: 1. Bruce Bunch (Suz); 2. Rick Hemme (Suz); 3. Kyle Fleming (Suz).
80 MOD EX 12+: 1. Bruce Bunch (Suz); 2. Rick Hemme (Suz); 3. Robert Mason (Kaw).
105: 1. Bruce Bunch (Suz); 2. Rick Hemme (Suz); 3. Larry Brooks (Suz).
100: 1. Johner Kight (Yam); 2. Taylor Marcell (Yam); 3. Russ Winkler (Yam).
105 STOCK NOV: 1. Jimmy Palmer (Yam); 2. Mike Dodge (Kaw); 3. Travis Roberson (Suz).
125 MOD NOV: 1. Mike Dodge (Kaw); 2. Jimmy Palmer (Yam); 3. Joe Clausi (Kaw).
125 STOCK INT: 1. Todd Campbell (Kaw); 2. Taylor Marcell (Kaw); 3. Russ Winkler (Yam).
125 STOCK EX: 1. Johner Kight (Yam); 2. Louie Franco (Hon); 3. Tracy Meeks (Kaw).
125 MOD INT: 1. Todd Campbell (Kaw); 2. Taylor Marcell (Yam); 3. Jason Rincon (Kaw).
125 MOD X: 1. Louie Franco (Hon); 2. Mike Larson (Hon); 3. Scott Robertson (Yam).



Utahan Jim Cox took four classes at SNRR's Las Vegas road race.

250 INT: 1. Randy Howe (Suz); 2. John Goethelo (Suz); 3. Brian Lian (Hus).
250 EX: 1. Curt McCuistion (Kaw); 2. John Whelchel (Yam); 3. Troy Manning (Yam).

Cox, Stephens four each at SNRR

By Don Akers
Photo by Connie Brandes
LAS VEGAS, NV, MAY 23

Slim Stephens and Jim Cox shared the spotlight at the Southern Nevada Road Racers' road race today with four wins each.

The day's action started with the combined 450cc Box Stock and Vintage classes running together. In the 450s, Jim Cox — the Utah farm boy — took his Wildlife Performance/Sportsman Cycle-sponsored GS450 to an early lead and was never headed. Mike VanNatta, riding his Nevada Yamaha-sponsored Seca, gave it his best shot but had to settle for second. In the Vintage class, Bob Rapp took the win by surviving! He was the only entrant in that class to finish.

Next up was the 600cc Box Stock event. When the flag dropped, Slim Stephens on his Kawasaki West-sponsored GPz took the lead with Bob Betke, now riding for Nevada Yamaha, in hot pursuit. The race was a classic example of horsepower versus braking power. Betke would outbrake Stephens going in, and Stephens would outpower Betke coming out. It was a hell of a race until Betke, trying to get under Stephens in turn three, cut too tight inside and got into the dirt on the apron. After that, inertia and centrifugal force took over, and Betke was a DNF for the remainder of the day. At the finish line it was Stephens, Nevada Yamaha's Jody Morgan, and both Cox and Betke retired with mechanical problems.

The 600cc Production race promised to be a squeaker with "Mr. Clean," Henry Tecza, on his Wildlife Performance GPz, taking on Stephens, Cox and Morgan. They went at it hammer and tons, but at the finish line "Mr. Clean" cleaned house! Stephens was second with Cox, Morgan and Armando Melgosa following in that order.

When the 750cc Production class flagged off, Tecza again took the lead. This time he had Gary Hodum and Bruce Haupt drafting him, but to no avail. "Mr. Clean" was on a roll, and *nobody* was going to spoil it. They finished Tecza, Hodum and Haupt.

In the 450cc Super Street class, the two rookies, Jim Cox and Rick Elias, dueled with veteran Mike VanNatta. This time youthful exuberance prevailed, and Cox took the winner's spot with Elias second and VanNatta third.

Next on the grid were the combined 750 and Open Super Street classes. In the Open race, Stephens took the win over the turbo 900 Kawasaki, sponsored by Cycletron and ridden by Jon Parisena. After the race, Jon said that the old 900 was just about ready for retirement.

In the 750cc assemblage, Tecza, Hodum and Haupt were dicing it out. Tecza, however, was not to be denied, and at the flag it was Tecza, Hodum and Haupt.

The final race of the day was the 500cc GP class. With only three entries, it didn't promise to be a real cliffhanger, but when those three are Cox, Elias and VanNatta, you just never know. With Cox in the lead and Elias constantly challenging, it turned out to be one of the better races of the day. VanNatta, obviously down on horsepower compared to the other two, rode his mount to the hilt and played a waiting game, but his hopes of capitalizing on the mistakes of the two "Young Turks" were to come to naught. At the finish it was Cox, Elias and VanNatta.

Rhyan, Johnson too quick and Too Hip at CMC Carlsbad MX

By Myron Hemley
CARLSBAD, CA, MAY 23

Steve Rhyan was too quick in the 500cc Pro class, and Rick Johnson was "Too Hip" for the 250cc Pros today at the Continental Moto-sports Club Carlsbad MX.

Rhyan blasted off the line and held a small but comfortable lead at the end of the first lap ahead of David Gerig, Mike Tripes, Dave Eropkin, Mickey Dymond and Dale Lewis. On the second lap Dymond passed Eropkin for second, and Tripes pulled up to start a dice with Gerig for second.

Tripes tried to pass Gerig on the ledge on lap four but hooked his rear tire and fell, though he was able to hold third.

Tripes closed the gap between second and third on the eighth lap as they flew up the uphill. Tripes moved into second as they rounded the top. Gerig tried to come back on the outside, but they tangled, and Gerig went down and dropped to fourth after restarting.

Rhyan held the lead and improved it on every lap to take a 65 second win over Tripes, Dymond, Gerig and Lewis.

In the second moto it was Tripes taking the holeshot with Rhyan, Eropkin, Gerig and Lewis following. Rhyan moved into the lead on the second lap when he passed Tripes. Moving into third and fourth were Gerig and Lewis ahead of Eropkin. On the next lap Billy Keefe moved into the top five when he passed Eropkin. Keefe continued to move upward through the pack, passing Lewis on the sixth lap and Gerig on the eighth. Rhyan pulled away for another easy win with Tripes holding second, Keefe third and Gerig fourth. Dale Anderson took fifth after passing Lewis on the 12th lap.

Rick Johnson took the holeshot in the first moto of the 250s ahead of Gerig, Tripes, Andrew Jefferson and Jon Faure. On the second lap Jefferson held it on off the downhill jump to pass Tripes for third. On the same lap Fritz Schlegal passed Faure to move into fifth. Two laps later Schlegal took over fourth when Tripes slid out on the small ledge. At the halfway point Jefferson caught and passed Gerig to take over second. At the start of the 10th lap Schlegal passed Gerig for third, and halfway through the lap he moved into second when Jefferson fell and DNF. Johnson held on for the win, and 34 seconds later Schlegal cruised in for second, Gerig third, Tripes fourth and Jim Odle fifth after passing Faure.

In the second moto it was Gerig holding the lead after the first lap with Johnson, Jefferson, Doug Bowers and Woody Carlson in hot pursuit. On the second lap Johnson and Jefferson passed Gerig for first and second. Tripes passed Carlson for fifth after an eighth place start. On the third lap Jefferson took over the lead when Johnson slid out on the backside, and Tripes moved up to fourth, passing Bowers.

Johnson worked back into the lead on the eighth lap and quickly started pulling away from Jefferson. Tripes moved into third on the 12th lap when he passed Gerig on the backside. Johnson held a 12 second lead over Jefferson for the win, and Tripes held onto third over Gerig and Schlegal, who came from a near last place start.

Results

125 JR: 1. Jim Huizsar (Yam); 2. David Krodk (Hon); 3. Dirk Price (Yam).
125 INT: 1. Roger Hayes (Suz); 2. Randy Carter (Yam); 3. Randy Frey (Yam).
125 PRO: 1. Troy Blake (Yam); 2. Fritz Schlegal (Suz); 3. Doug Dubach (Yam).
250 JR: 1. Chris Goshron (Suz); 2. Brent Rhoadesl (Hus); 3. Philip Sutierfe (Yam).
250 INT: 1. David Behlines (Kaw); 2. Chuck Hogan (Hon); 3. Brian Shawalter (Hon).
250 PRO: 1. Rick Johnson (Yam); 2. Mike Tripes (Hus); 3. David Gerig (Hus).
500 JR: 1. Mark Smith (Yam); 2. Charles Ball (Yam); 3. Roger Dufur (Yam).
500 INT: 1. Leland Bacon (Suz); 2. Glenn Dawson (Hon); 3. Mark McNalty (Mai).
500 PRO: 1. Steve Rhyan (Hon); 2. Mike Tripes (Hus); 3. David Gerig (Hus).
OT JR: 1. Robert Berdeck (Mai); 2. Carl Ellert (Mai).
OT INT: 1. Steve Bussell, Sr. (Hon).
VET JR: 1. Ron Kauble (Yam).
VET INT: 1. Charles Ball (Yam).
VET MASTER: 1. Ed Ellis (Yam); 2. Bob Totten (Suz).
MINI: 1. Mark Zabago (Yam).

Will Mundy (61).

Blose takes Canyon MX win

By Pam Hardin

PHOENIX, AZ, MAY 22

A new Honda, piloted by Chappy Blose, took off with back-to-back wins in the 250cc Expert race tonight at Canyon Raceway.

In the first moto Will Mundy jumped into the lead with a powerful holeshot, but by the start of the second lap he had dropped down to fourth. Blose jammed from mid-pack to take over first with Pat and John Imbriale close behind.

Gary Dircks, back after a few weeks of rest, had a rough time of it when he got a little crazy on Insanity Ridge and went over the berm. Recovering from that spill, he was on the rear fender of Tom Tait when Tait lost it and took Dircks with him.

Dircks was a no-show for moto number two as Blose grabbed the lead early. Bryan Hayes and Steve Patterson jammed into second and third. They were both involved in a wreck at the first turn that put them out of the running in the first moto. Blose had a three-second lead by the third lap, and he continued to gain a little every lap till no one had a prayer of catching him.

Pat Imbriale in fourth, edged up on Patterson, but he held him off until his chain derailed and broke his bike's cases. Hayes DNF, and left second to Imbriale while his brother John finished third. •

Results

Y-ZINGERS: 1. Brian Cook (Yam); 2. Chucky Cook (Yam).
PEE WEE NOV: 1. Chip Young (Yam); 2. Wesley Adkins (Yam); 3. Morgan Adams (Yam).
PEE WEE AM: 1. Greg Stultz (Yam); 2. Jerry Adkins (Yam).
80 BEG: 1. Jerry Tistle (Hon); 2. Mike Mariani (Kaw); 3. Shaun Haley (Suz).
80 NOV: 1. Rachel Hurlburt (Yam); 2. Ken Hilton (Yam); 3. Billy Carlson (Yam).
80 AM: 1. Shawn Hilton (Yam); 2. Jeff Riggle (Kaw); 3. Curtis Culbert (Hon).
80 EX: 1. Brock Anderson (Yam); 2. Bryan Bruner (Kaw).
105: 1. Scott Bawdin (Kaw); 2. Paul Kellogg (Hon); 3. Curtis Culbert (Hon).
125 BEG: 1. Adam Vesely (Kaw); 2. Douglas Teye (Kaw); 3. Steve Sussex (Hon).
125 NOV: 1. John Humphrey (Yam); 2. Garo Rolnik (Suz); 3. Terry Cross (Kaw).
125 AM: 1. Steven Belluzzi (Hon); 2. Eric Kirk (Kaw); 3. Gary Hoffman (Yam).
125 EX: 1. Chappy Blose (Hon); 2. Tom Tait (Yam); 3. Todd Kessel (Hon).
250 BEG: 1. Stuart Peters; 2. Randy Allen (Suz); 3. Mike Van Leewen (Yam).
250 NOV: 1. Charles Tate (Hon); 2. Ed Harrington (Suz); 3. Chuck Haynes (Hon).
250 EX: 1. Chappy Blose (Hon); 2. Pat Imbriale (Yam); 3. John Imbriale (Hus).
250 AM: 1. Brett Buckner (Hon); 2. Tom Witt (Yam); 3. Aaron Womble (Hon).
OPEN BEG: 1. Steve Sigala (Yam); 2. Chris Shepard (KTM); 3. Dennis Burk (Suz).
OPEN AM: 1. Bob Tomaw (Hon); 2. Mike Moto (Mai); 3. Bill Lynch (Hon).
OPEN EX: 1. James George.
OT AM: 1. Rick Myers (Hon); 2. Tim Kennedy (Yam); 3. Rick Tabor (Yam).

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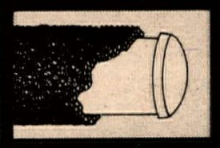

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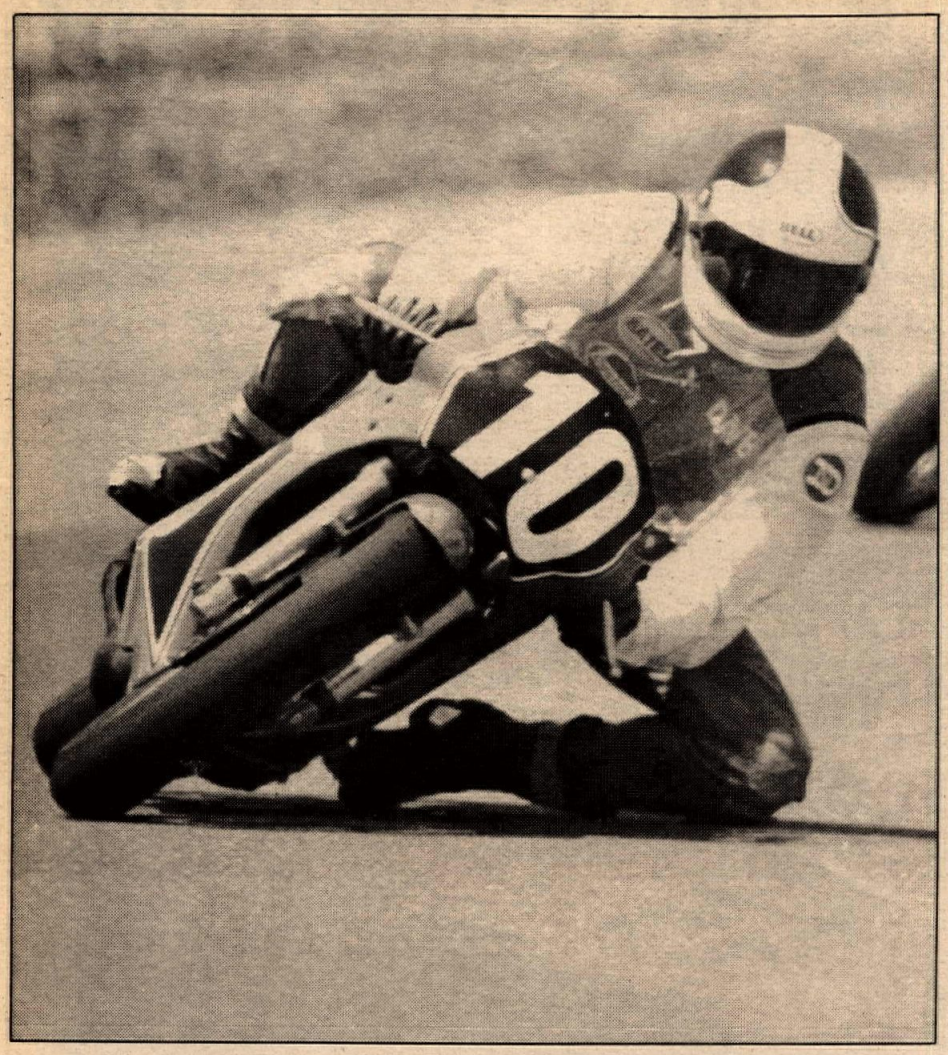


David Emde looked good winning F-3 at AFM Laguna Seca. (File photo)

Emde exhibits winning form at AFM Laguna Seca RR

By Frank Nellis

MONTEREY, CA, JUNE 6

The American Federation of Motorcyclists North met at a cold and windy Laguna Seca Raceway today for the second race of the 1982 season.

AFM always attracts top talent to its races — today was no exception. Dave Emde came with his Bob Endicott-sponsored TZ250 to compete in the Formula III race. When the green flag dropped, the high whine of the TZ250s was modified by the thunder of the four-stroke singles and the flat sound of the air-cooled two-stroke twins.

Emde has lost over 15 pounds since Daytona, and he was looking very lean and mean. That, in addition to an extra disc up front, made him unbeatable. Emde emerged from turn two with a clear lead on Fred Merkel, who had the same lead on a four-way battle between Don Green, Keith Day, Kevin Peltz and Bob Lugliani. Meanwhile, Tracy DeMuro on his Simi Cycle RD400 was just getting off the line after a bad start.

Emde and Merkel immediately started moving away from the dogfight behind them. Earlier in the day Emde admitted, "Merkel is the only person that I'm really concerned about in head-to-head competition. When he gets pumped, I tell you, that kid can go!"

But Dave's concerns were unwarranted today — Emde moved out on Merkel, increasing his lead by seconds. Emde was cutting laps within two seconds of Eddie Lawson's record.

By the halfway point, DeMuro had caught up to the fight for third and passed all four AMA Experts. He held third for several laps, taking the white flag first despite the best attempts by Don Green and company to pass him.

Meanwhile, Emde was completing a flawless ride for the win. Even though the weather was unseasonably cold, Dave was not troubled by wheelspin. It was clear that the tire was spinning as he wheelied out of turn nine, but like Lawson and Freddie Spencer, he was completely in control while inches away from the Armco. He took the checkered flag 35 seconds in front of Merkel.

As the battle for third came down the hill and into turn nine, DeMuro was clearly in third. But a missed gear shift in that tight left-hand hairpin allowed Day to slip by DeMuro and Green to take third.

The pocket rocketship class (400cc Modified Production) started with Scott Moore on his Palo Alto Yamaha RD400 and Frank Mazur on his Nippondenso/Sierra M/C Products Honda Hawk in a dead heat entering turn two. Scott held the wide line and stayed on the power a touch longer to exit in front of Mazur. Meanwhile, Dale Alexander and Eric Kondo, both mounted on Palo Alto Yamaha RD-400s, were dicing for third.

Mazur said later, "I don't think one warm-up lap was enough to heat up my year-old slicks. I could have stuck a wheel in on him, but that's for dirty racing. You can't do that safely at 100 miles per hour. I let Scott get by and followed him, waiting for a mistake."

The mistake came a lap later when Moore dragged his exhaust pipe in turn seven, which forced him off the track and into the dirt. Before he could recover, Mazur and Alexander were by him. A lap later Moore hit his pipe again in the corkscrew, letting Kondo into third. Later Moore said, "After I dragged my pipe those times, I was a little shaken up. I decided to hang back and find the rhythmn again before I tried a pass."

When the crossed flags came out, the four-man train had caught up to the back of the pack and was lapping riders. The added traffic allowed Mazur to stretch his lead on Alexander, while a crash in front of Kondo caused him to hesitate, allowing Moore to retake third.

Once Moore got by Kondo, he found the rhythmn he lost earlier and set his sights on Alexander. Dale had lost Mazur in traffic, and he was working hard to keep his distance on Moore when the white flag came out. Dale said, "I knew he (Moore) was behind me, but I didn't know how far. I looked back over my shoulder in turn four. That was a mistake."

Dale found himself too wide on the exit, and he was in the alligator teeth and inches away from the Armco and a 20-foot cliff. Moore was in front going up the hill before Alexander recovered. But Alexander wasn't out of it yet. Moore missed a shift in the last turn before the start/finish, allowing Alexander to come up alongside Moore for the drag race to the checkered flag. The lead changed with every gearshift the two made. When the flag dropped, no one was sure who crossed the finish line first.

But Patty Shopher, AFM's head scorekeeper, ruled that Mazur won, Alexander squeaked out second and Moore finished third. This was later confirmed by Moore when he finished his cool-off lap.

AFM North meets again on July 4 at Sears Point Raceway in Sonoma, CA. For license and ticket information call 415/327-3323.

Results

FORMULA I: 1. R. Oliver (Kaw); 2. J. Woo (Kaw); 3. J. Stanley (Kaw).
FORMULA II: 1. T. DeMuro (Yam); 2. W. Blakeslee (Kaw); 3. R. Figuria (Hon).
FORMULA III: 1. D. Emde (Yam); 2. F. Merkel (Yam); 3. K. Day (Yam).
FORMULA IV: 1. J. Legitt (Yam); 2. T. Yeager (Yam); 3. E. Kondo (Yam).
FORMULA IVA: 1. S. Ledwith (Hon).
FORMULA S: 1. C. Bickel (C-A); 2. C. McAvoy (Hon); 3. S. Murray (Yam).
FORMULA T (OPEN): 1. L. Theobald (M-G); 2. D. Stateman (M-G).
FORMULA T (750): 1. M. Johnson (Yam); 2. A. Wierbinski (Yam); 3. K. Hale (Duc).
OPEN SUPER STREET: 1. B. Koegler (Hon); 2. T. Statum (Suz); 3. K. Evan (Suz).
750 SUPER STREET: 1. D. Figueria (Hon); 2. T. Orella (Kaw); 3. G. Paine (Kaw).
600 SUPER STREET: 1. T. De Muro (Yam); L. Vallerga (Yam); 3. W. Montoya (Yam).
OPEN MOD PROD: 1. K. Evan (Suz); 2. D. Hart (Kaw); 3. E. Nicholson (Hon).
750 MOD PROD: 1. S. Gray (Kaw); 2. G. Paine (Kaw); 3. M. Swanson (Suz).
600 MOD PROD: 1. F. Mazur (Kaw); 2. J. Montoya (Yam); 3. M. Yarrow (Yam).
450 MOD PROD: 1. F. Mazur (Hon); 2. D. Alexander (Yam); 3. S. Moore (Yam).
250 MOD PROD: 1. G. Overman (C-A); 2. D. Slater (C-A); 3. M. Fenner (C-A).
OPEN STOCK PROD: 1. K. Evan (Suz); 2. F. Mazur (Suz); 3. L. Theobald (M-G).
750 STOCK PROD: 1. S. Gray (Kaw); 2. T. Orella (Kaw); 3. S. Dunleavy (Suz).
600 STOCK PROD: 1. F. Mazur (Kaw); 2. J. Montoya (Yam); 3. M. Johnson (Yam).
450 STOCK PROD: 1. D. Elkins (Suz); 2. D. Keith (Yam); 3. N. Riolo (Suz).
SIDECARS: 1. Iserman/Bevans (Yam); 2. Taylor/Lapierre (Kaw); 3. Breed/Ramirez.

Blagg bags Sunny Valley TT

By Clay Light

SUNNY VALLEY, OR, JUNE 6

Robbie Blagg finally got it all together today at SOMA's TT racing in Sunny Valley, winning the 125cc A main after sour luck in the first three races here in southern Oregon, which escaped the heavy rains the valley was plagued by. Blagg took the matching trophy dash and took the Lightweight Money dash as well.

Rod Bixel came back to take the Lightweight Money main on his watered down version of a Bultaco-framed RM, and Ken Percy (Bul) took the 250cc A main. Jeff Campbell (Elite/Out Front/Harry Lilly/Vern's Air Sales/Simpson Hon) won his trophy dash in the Open class but had bad luck in the main, which fell to Brett Howard (Hon).

The mains started off in the early part of the day which, weather-wise, was superior to the previous night's showery short track racing. Sunshine greeted a fine turnout of riders and spectators who witnessed Andy Dixon (Yam Sports Center) come off the line in first place in the 80cc A main event. Dixon held Travis Smith (Suz) at bay the entire 12 laps to take the win over Smith, Wayne Frampton and Heath Hutchins.

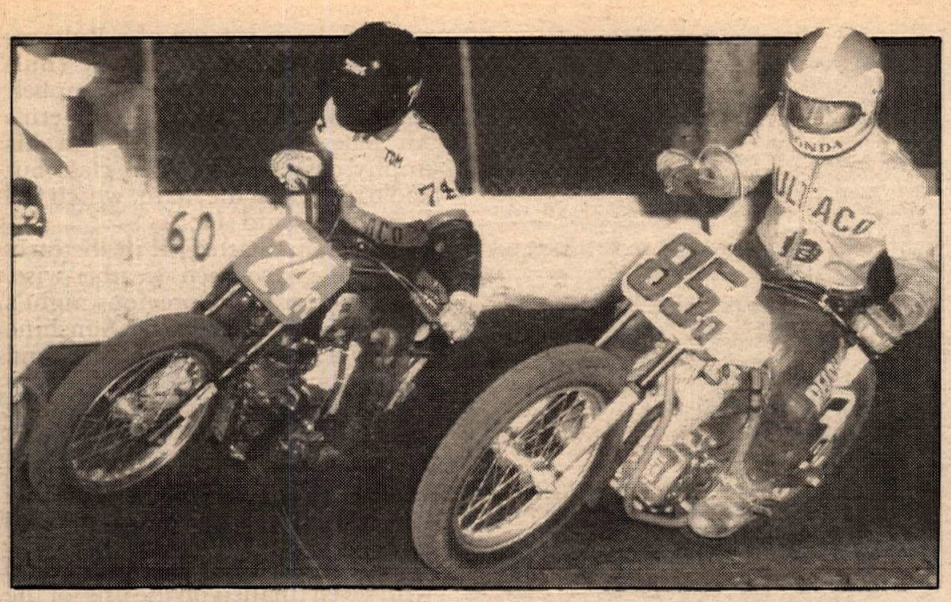
Real excitement was stirring up with seven finalists on the line for the 125cc A main bash. One rider took control (Blagg) and proved why he is one of the finest 125cc riders around, riding his sano Yamaha in sole posession of first followed by Rod Bixel and Charlie Mitchell (Boss Frames/Shoei/Yam of Grants Pass). Both rode the wheels off their respective machines in pursuit of the diminutive 14-year-old whiz kid who seemed to have things all wrapped up at the half, leaving the fighting up to Bixel and Mitchell, who scrapped it out for second. Blagg bagged the win, Bixel second and Mitchell, who has the points lead in the class, third. Fourth went to John Miller (Suz) with David Wollard (Suz) fifth and Brian Riley (Suz) sixth.

Ken Percy put his Bultaco into the lead at the green light in the 250cc A main over Scott Annis (Yam Sport Center/Papa Annis Suz), Bobby Klum (Hon) and Wayne Schemerhorn (C-A). Blagg blasted through traffic into fourth in the twisty TT turns but ran into trouble when faced with getting around Klum, who many have found is the wrong person to follow through the corners. Up front, Percy was having a picnic with Annis holding second and Klum pressuring from behind. Percy held off the advances of Annis to take the win, Klum third Blagg fourth and Schemerhorn fifth. He made the main by winning the 250cc B main that was run after the Trophy dashes.

Jeff Campbell (Hon) immediately grabbed the lead in the Open A main with Brett Howard (Hon), Robert Jokela and Schemerhorn in hot pursuit. Campbell led the race, pushed by Howard, who rides with a gutsy style. The applied pressure saw Campbell lose concentration and take a spill, putting Howard in the lead with a lap to go. Howard now had Jokela, who was last year's high point Open rider, to contend with, and it looked like Jokela would make his move, but lappers got in the way, letting Howard win. Third went to Schermerhorn with Annis fourth.

Results

MAIN
MINI: 1. Kenny Craig (Yam); 2. Mikey Frampton (Suz).
80 A: 1. Andy Dixon (Yam); 2. Travis Smith (Suz); 3. Wayne Frampton (Suz).
125 A: 1. Robbie Blagg (Yam); 2. Rod Bixel (Suz); 3. Charlie Mitchell (Yam).
250 A: 1. Ken Percy (Bul); 2. Scott Annis (Suz); 3. Bob Klum (Hon).
OPEN A: 1. Brett Howard (Hon); 2. Robert Jokela; 3. Wayne Shemerhorn (C-A).
LIGHT WT $: 1. Rod Bixel (Suz); 2. Charlie Mitchell (Yam); 3. John Miller (Suz).
ELDERLY GENTS: 1. Ron Poole; 2. David McBride (Hon); 3. Tom Wriston.
250 B: 1. Brian Riley (Bul); 2. Pat McBride (Hon); 3. Mark Abernathy (Suz).
TROPHY DASH
MINI: 1. Kenny Craig.
80: 1. Travis Smith.
125: 1. Robbie Blagg.
250: 1. Ken Percy.
OPEN: 1. Jeff Campbell.
L W $: 1. Robbie Blagg.
ELDERLY GENTS: 1. Ron Poole.



Doug Reiswig dives under Tom Polito in Cycleland's handicap race.

Point battle continues at Cycleland ST

CHICO, CA, JUNE 5

A spirited battle for points in the handicap division at Cycleland Speedway's short track continued tonight with Expert rider Dave Ryan only four points in front of Tom Polito, Ryan having 31 and Polito with 27 followed by Joe Gresham with 17.

Doug Reiswig captured his first handicap win this season to edge out Tom Polito and Dave Ryan.

In the 250cc Novice class, Walt Bevens crossed the finish line first with Ricky Gresham and Chris Carter right behind.

In the 250cc Junior class Tom Polito and Jeff Mendes took first and second with Rick LaBlanc coming in third.

Dale Hansen took the checkered flag first in the 250cc Expert race. Mike Gresham and Dave Ryan followed to finish second and third. Tom Polito, in a field of 13 riders, finished first in the 500cc Novice/Junior class, and Dave Ryan won the 500cc Expert class.

The action will continue at Cycleland Speedway in Chico every Saturday night.

Results

250 NOV: 1. Walt Bevens; 2. Ricky Gresham; 3. Chris Carter.

250 JR: 1. Tom Polito; 2. Jeff Mendes; 3. Rick LaBlanc.

250 EX: 1. Dale Hansen; 2. Mike Gresham; 3. Dave Ryan.

80 NOV/JR: 1. Tommy Siedel; 2. Shane Oldham; 3. David Gresham.

500 NOV/JR: 1. Tom Polito; 2. Walt Bevens; 3. Ed Orput.

500 EX: 1. Dave Ryan; 2. Doug Reiswig; 3. Danny McDonnel.

125-200 FOUR-STROKE: 1. George Cummins (200 Ex); 2. Garnett Estes (125 Nov).

HANDICAP

NOV/JR/EX: 1. Doug Reiswig (Ex); 2. Tom Polito (Jr); 3. Dave Ryan.

PEE WEE: 1. Lowell Williams Moural, Jr.; 2. Janen Smith; 3. Steve Powers.

Mitchell double trouble at Sunny Valley ST

By Clay Light

SUNNY VALLEY, OR, JUNE 5

Fourteen-year-old Charlie Mitchell (Yamaha of Grants Pass/Boss Frames/Shoei) is continuing his dominance of the short track racing here at Sunny Valley Raceway, which continues to pack riders in from all over Oregon. Nearly 100 riders were on hand to do battle under showery skies. Mitchell took the 125cc A and Lightweight Money mains while Jeff Campbell did it once again to the Pros.

After a delay to see which way the looming showery clouds would head, the heats were under way. Heat one of Pro Money saw Tim McLanahan (Yam) take the lead at the green light over Campbell (Elite/Out Front/Vern's Air Sales/Simpson Suz). Campbell had his work cut out and didn't make a move until the final turn before the flag to take the win. Mc Lanahan held on to transfer in second and Bob Klum third.

The first 125cc heat had Clay Light (LOP/Super Seer/Bosch Yam) take the usual first turn lead, but Mitchell was right there to snap it away; both transfered.

Trophy dashes saw Mitchell clean house with a 125cc win over David Woolard (Suz) and Light. Mitchell did it again in Lightweight Money to add to the brass.

Campbell also took two, taking the 250cc and Pro Money dashes.

Another break in action let one of the pesty rain showers by, and the track was perfect for the mains. Seven finalists lined up for the 80cc A main. Andy Dixon (Yam) put his waterpumper into the lead with Wayne Frampton (Yam) in second but not for long. Frampton took over the lead and kept it to the flag. Third went to Travis Smith (Yam).

The 125cc A main had eight riders lined up for an all-out war. Mitchell had the pole position and took a commanding lead on the pack right off the bat, which set up a three-way dice for second between Woolard, Light, John Miller (Suz) and Robbie Blagg (Yam). Woolard settled into second with Light and Miller clipping bars in a race for third. Mitchell opened up a three-second lead out front at the half with Woolard in second and the Light/Miller dice closing. Woolard held the duo at bay to the flag, quite a ways behind Mitchell. Light took the handle on third, fourth to Miller followed by Brian Riley (Suz), Blagg, Brian Krist (Suz) and Travis Smith (Suz).

The largest field of the evening was the 250s. A B main was to be run off, in which only the winner would line up with the finalists. Tom McLanahan (Yam) led into sweeping turn one over Wayne Schemerhorn (C-A) and Mark Abernathy (Suz). Pat Mc Bride (Hon) also moved up to challenge, but Schemerhorn took the win and the transfer.

With an impressive field lining up for the 250cc A main, the final rain shower sprinkled the track. Campbell collected the lead over Scott Annis

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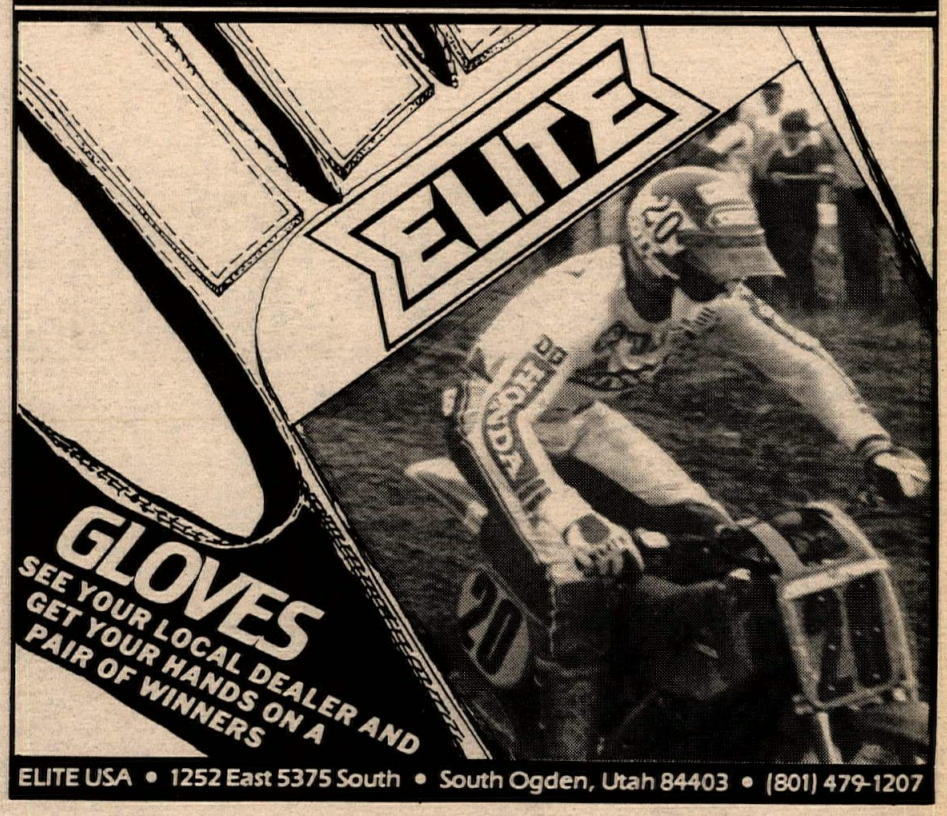

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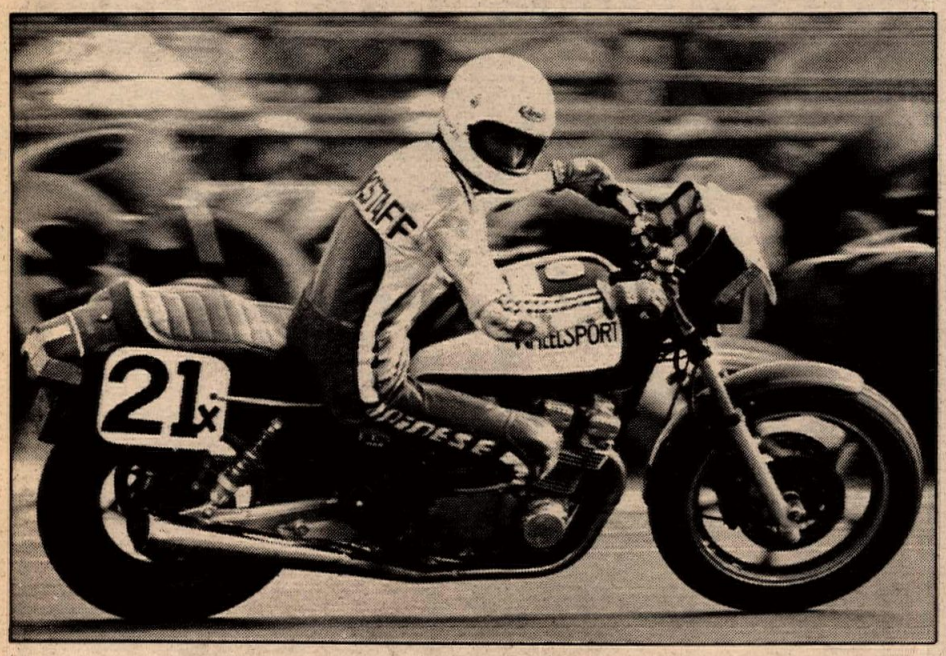
NORTHERN DATELINE

(Above) Tim Worth attempts to roost Allen Silhanek at Huron's MX. (Below) Keith Pinkstaff sneaks a peek back at the competition at PIR.



(Yam Sports Center/"Old man" Annis Suz) and Joel Dixon (Bul). Campbell DNF putting Annis into the lead followed closely by Dixon, who made his move on the straightaway to take command. Annis held on to second with Bob Ingel (Yam) and Klum (Hon) arguing over third, which Klum took. Dixon took the win with Annis second, though.

Open A main went Klum's way after contact with Bruce Turnbull (Kaw). Turnbull led until the final turn when he fell prey to Klum who went on to win over Turnbull and Schermerhorn.

It seems the best races are always last. The Lightweight Money race was underway and saw Mitchell pull the lead over Woolard, Light (Bosch Bul), Miller, Blagg and Riley. Mitchell opened up another tidy lead over Miller who moved to second and Light, who settled into third which was the final money spot.

Campbell wasted little time tearing up the track in the Pro Money main, setting a blistering pace and lapping riders late in the race. Klum moved into second, but catching Campbell was nix. Ingel took third and Tom McLanahan fourth.

Results

MAIN
MINI A: 1. Kenny Craig (Yam); 2. Chris Sheets (Yam); 3. Mikey Frampton (Suz).
80 A: 1. Wayne Frampton (Suz); 2. Andy Dixon (Yam); 3. Travis Smith (Yam).
100 A: 1. Brian Krist (Suz); 2. Travis Smith (Yam).
125 A: 1. Charlie Mitchell (Yam); 2. David Woolard (Suz); 3. Clay Light (Yam).
200 A: 1. Clay Light (Bul); 2. Randy Smith (Yam).
250 A: 1. Joel Dixson (Bul); 2. Scott Annis (Suz); 3. Bob Klum (Hon).
250 B: 1. Wayne Schemerhorm (C-A); 2. Tom Mc Lanahan (Yam); 3. Pat McBride (Hon).
OPEN A: 1. Bob Klum (Hon); 2. Bruce Turnbull (Kaw); 3. Wayne Schemerhorn (C-A).
LIGHT WT $: 1. Charlie Mitchell (Yam); 2. John Miller (Suz); 3. Clay Light (Bul).
PRO $: 1. Jeff Campbell (Suz); 2. Bob Klum (Hon); 3. Bob Ingel (Yam).
OT: 1. David McBride (Hon); 2. Jim Krist (Yam); 3. Bob Ingel, Sr. (Yam).
TROPHY DASH
MINI: 1. Kenny Craig.
80: 1. Andy Dixon.
125: 1. Charlie Mitchell.
250: 1. Jeff Campbell.
OPEN: 1. Bruce Turnbull.
L.W. $: 1. Charlie Mitchell.
PRO $: 1. Jeff Campbell.
OT: 1. David McBride.

Worth doubles at Huron MX

By Dolly Parsons
Photo by Jerry Parsons

HURON, CA, MAY 23

The Central Valley MX Series wound up its last race of the five-race series with a bang today at Huron Cycle Park. There were over 100 riders who completed the whole series. Running right up to the last race with only a few points separating first and second place were three different classes.

Tim Worth took home the series money in the 250 and Open Pro classes, with Allen Silhanek taking the second place money in the 250s and Damon Webb taking second place in the Open Pros. The 125c Pros class ended up with Chip Chapman taking home the big series money with Jon Nelson second, Tony Lucente third and Dave Furrer fourth.

The 80cc Juniors found Kevin McCory (Kaw), Lloyd Green (Kaw) and David Snyder battling it out every race. These three riders only had a few points between them at the end of the series. McCory took the first today with Green second and Snyder third.

The 125cc Juniors were one of the largest classes in the series. Wesley Furrh led the whole series with Phil Butler second and Jim Wiley third.

The Vet Juniors had two riders who just wouldn't give up and rode the whole series to end up first and second. Tom Stridham (Mai) took the first place trophy with Jack Monger (Suz) taking home second.

All the tracks that took part in the Central Valley MX Series would like to thank all the riders who rode especially to the riders who stuck out all five races.

Results

80 JR: 1. Kevin McCory (Kaw); 2. Mitch Farmer (Yam); 3. David Snyder (Hon).
125 JR: 1. No. 576; 2. Tony Toste (Yam); 3. Gary Wardell (Yam).
125 INT: 1. Greg Anderson (Kaw); 2. Jim Willey (Suz).
125 PRO: 1. George Holland (Suz); 2. Jon Nelson (Yam); 3. Chris Benincosa (Suz).
250 JR: 1. Bill Rawls (Hon); 2. David Schutte (Suz); 3. Lou Henderson (Hon).
250 INT: 1. Jim Whipple (Suz); 2. David Camerena (Suz); 3. Doug Kirkarian (Yam).
OPEN JR: 1. Brad Cravens (Yam); 2. Robert Drewery (Kaw); 3. J.P. Marten (Hus).
OPEN INT: 1. Rusty Baron (Mai); 2. Tim Crossfield (Yam); 3. Greg Raud (Yam).
250 PRO: 1. Tim Worth (Hon); 2. Damon Webb (Yam); 3. Georgie Holland (Suz).
OPEN PRO: 1. Tim Worth (Hon); 2. Jim Burgess; 3. Tim Dias.

Thompson tough at Huetter FT

By Judy Roe

COEUR d'ALENE, ID, JUNE 6

Over 70 riders were on hand to race in an exciting program tonight at Huetter Speedway's flat track, and spectators lined the entire fenceline to enjoy the show the riders provided.

Lowell Thompson, a National motocross champion, dominated the Mini Experts but was beaten for the first time this year in the second heat by cousin Brian Thomson. Lowell also took first place in the 125cc Amateur class, with Brian placing second. Both ride 80cc bikes in the 125cc class. Third place in the 125cc class went to Andy James, one of the few 125s that was in the hunt all night. Lowell also placed third in the 250cc Amateur class overall, again on his 80cc Yamaha. Chris Verdahl was second place in the 250 Amateur class after one of the best highside saves ever seen on the Huetter track with Ken Peterson first.

In the first 250cc Expert heat, Tony Cruickshank, coming from a back row start, held first place for two laps before his bike seized, and Arney Wick moved into first place, with Kevin Snider second and Ken Dietz in third. Snider tried to close in on Wick but couldn't make up the distance and finished second with Dietz third and Jeff Selden fourth.

The third heat was a photo finish — Wick jumped into the lead and held it easily for the entire race until just before the checkered flag when Snider kept the pressure on Wick. Wick detected a knock in his Honda engine, so he began backing off a lap before the checkered flag. Snider turned his throttle on in the last corner and snapped Wick at the flag for the win. Dietz placed third on a Honda. Wick was the overall winner with Snider second and Dietz third.

In the 500cc Expert main, Ron Yamamoto got by Wick in the pit corrner on the first lap. Wick maintained a distance just far enough away from Yamamoto's fender so he was able to snap around him on the outside to take the lead, crossing the finish line with Yamamoto behind, Tony Cruickshank in third and Bill Capellen in fourth.

Several businesses in the area sponsored contingency prizes this week, which we are very grateful for: Brack's Supply, J & D Stereo, Bart Nelson Concrete Foundations, Kootenai Saw & Cycle, Coeur d'Alene Honda, Advanced Auto, Don LaVoie Distributing.

Results

MINI EX: 1. Lowell Thomson (Yam); 2. Brian Thomson (Yam); 3. Scott Myers.
MINI AM: 1. Troy Hedge (Hon); 2. Billy Lenz (Hon); 3. Bill Berry.
125 AM: 1. Lowell Thomson (Yam); 2. Brian Thomson (Yam); 3. Andy James (Yam).
250 AM: 1. Ken Peterson; 2. Chris Verdal; 3. Lowell Thomson (Yam).
250 EX: 1. Arney Wick (Hon); 2. Kevin Snider; 3. Ken Dietz (Hon).
500 AM: 1. Ken Duncan; 2. Ken Peterson; 3. Jeff Selden.
500 EX: 1. Ron Yamamoto (Yam); 2. Arney Wick (Hon); 3. Tony Cruickshank (Yam).
OPEN AM: 1. Ken Duncan; 2. Kent Terry (Yam); 3. John Ward.
OPEN EX: 1. Ron Yamamoto (Yam); 2. Arney Wick (Hon); 3. Rich Hayman.

Pinkstaff, Zlock double at OMRRA PIR RR

By Russ Cazier
Photo by Blaine Covert

PORTLAND, OR, MAY 30-31

The Oregon Motorcycle Road Racing Association held a two-day event at Portland International Raceway over a sunny Memorial Day holiday, with a riders' school and open practice on Sunday and a regular sprint race format on Monday.

The Sunday format attracted as many riders and spectators as any race day of the recent past, and Monday's race set new records for entries and paid spectators.

Keith Pinkstaff renewed his lock on Open Production and used the same 1980 Suzuki GS1100 to win Open Cafe as well. The Dan Freeman/Wheelsport Kawasaki, Pinkstaff's superbike ride, was running well in practice but went sour in the first heat of Formula One, and Pinkstaff DNF the first heat. An Accel condensor was located intact in the debris litering trackside, and Pinkstaff won the second heat of Formula One.

One first-time winner of a first place trophy in 750cc Production was Tony Howard on a KZ750. Howard had tried campaigning a modified KZ1000 in Open Cafe with marginal success. "I got smart and sold that noisy sucker," Howard said. "Got me a stock bike and learned how to ride it."

Another modification to recent results was Quentin Hogan's win in 550cc Production and a second in 600cc Cafe, the two most strongly contested classes, on a stock GPz550. Mike Johnson, who won here last race and recently at Seattle International Raceway, had to settle for a very close second in 550cc Production.

The Oregon Motorcycle Parts $750 claiming class brought out some interesting entries. Joe Rodgers pocketed the $100 bill for first place on a well dialed GT550 Suzuki cafe bike, and Kevin Frazer won classy bike honors plus third place money on a Benelli Quatro. *Someone* is going to have to bring $750 to the track and keep these guys honest.

As usual, 430cc Production provided tight racing, with Dick Burnam, Larry Buck and Mike Sullivan engaged in their usual mortal struggle. Burnam edged away somewhat in the first heat, only to have a set of points fail, giving Buck the win. Burnam won the second heat, but Buck pushed the Highland Honda twin into second in that heat for the overall win.

Results

OPEN PROD: 1. Keith Pinkstaff (Suz); 2. Kevin Frazer (Suz); 3. Jeff Morrow (Suz).
750 PROD: 1. Tony Howard (Kaw); 2. Quentin Hogan (Kaw); 3. Mike Johnson (Yam).
550 PROD: 1. Quentin Hogan (Kaw); 2. Mike Johnson (Yam); 3. Mike O'Harrow (Yam).
430 PROD: 1. Larry Buck (Hon); 2. Mike Sullivan (Yam); 3. Gene Brown (Yam).
OPEN CAFE: 1. Keith Pinkstaff (Suz); 2. Dan Bennett (Hon); 3. Mike Sorge (Hon).
850 CAFE: 1. Dan Zlock (Suz); 2. Dale Zlock (Suz); 3. Mark Hislop (Hon).
600 CAFE: 1. Dale Zlock (Suz); 2. Quentin Hogan (Kaw); 3. Mike Johnson (Yam).
FORMULA 1: 1. Brian Sutton (Hon); 2. Pat Marinacci (Hon); 3. Dan Zlock (Suz).
FORMULA 2: 1. Dale Franklin (Yam); 2. Gene Brown (Yam); 3. Warren Burton (Mon).
FORMULA 3: 1. Dean Zinter (Hon); 2. John Moffett (Kaw); 3. Warren Burton (Mon).
OPEN SINGLE: 1. Jim Rivelli (Hon); 2. Brian Manion (Yam); 3. Howrd Pinkstaff (Yam).
OMP CLAIMING: 1. Joe Rodgers (Suz); 2. Brian Hlavka (Yam); 3. Kevin Frazer (Ben).

Hill, Carr split Lodi ST wins

By Bill Spencer

LODI, CA, MAY 29

Central California short track racing is the hottest ticket in D-36 racing circles, but it appears the summer hasn't heard the message as a cool and breezy evening kept things at a minimum, except for the action on the new quarter-mile Lodi Cycle Bowl dirt oval where Aaron Hill and Chris Carr were doing the fiercest of battling.

Matt Wait led out main event action with a win in the Pee Wee division after Chris Carr did some super tuning in the pits between heats. Steve Rasmussen remained the kid to beat in the 80cc Novice/Junior battle while Mike Macedo ran off with 80cc Expert in his Kenny Roberts lookalike operation.

Larry Tofanelli won the combined 125-200cc event. Steve Fischer took on Randy Fisher and the 250cc Junior troops for a good win despite lots of pressure.

Chris Carr gated well tonight on his TV Service/Jorgy Can-Am and hooked up a fantastic show for the fans. Mark Key led the first two laps on his Yamaha but missed a gear, rode off the track and had to regroup at the back of the pack. Carr held a good line and was long gone from the pack with Joe Knight and the ex-Jim Filice YZ running second just in front of a hard charging Aaron Hill, who has returned to the foray with a vengeance. Dave Boyles dropped off the pace for a fourth over Billy Arbogast, who was trying to get used to a new tire.

Gary Coit had it easy in 500cc Novice over Jack Winans. Joe Martin looked smart in the 500cc Junior win on his crispy XR over Donnie Stommel. Hill and Knight were the two guys to beat in 500cc Expert with good action aplenty. Mike Hayward rode a good race for third.

Results

PEE WEE: 1. Matt Wait (Suz).
80 NOV/JR: 1. Steve Rasmussen (Kaw).
80 EX: 1. Mike Macedo (Yam); 2. Shad Johnson (Hon).
125-200 NOV/JR: 1. Larry Tofanelli (Suz); 2. John West (Hon).
250 NOV: 1. Charles McCleany (Hon); 2. Tim Wallace (Yam).
250 JR: 1. Steve Fischer (C-A); 2. Randy Fisher (C-A).
250 EX: 1. Chris Carr (C-A); 2. Joe Knight (Yam); 3. Aaron Hill (Hon).
500 NOV: 1. Gary Coit (Yam); 2. Jack Winans (Yam).
500 JR: 1. Joe Martins (Hon); 2. Donnie Stommel (Hon).
500 EX: 1. Aaron Hill (Hon); 2. Joe Knight (Hon); 3. Mike Hayward (Yam).

Holt, Watilo, Schoppert take Mt. View MX

By Brian Barnes

SANDY, OR, MAY 30

A beautiful day coupled with a long Memorial Day weekend made for some great racing at Mt. View Motocross Park.

The Pro titles fell to D&S Cycles Ted Holt in 125, R.W. Racing/Yamaha of Salem rider Robby Watilo in 250 and Lyle Schoppert aboard his Schoppert Logging Maico in Open. Schoppert and KTM rider Mark Mattheisen traded moto wins, but Schoppert got the overall by virtue of his win in the second moto.

250cc Pro saw Tim Michlitsch dominate the first moto, start to finish, with Yamaha-supported Dave Hettinga second. Watilo was third and right on his tail was Eastside Kawasaki's Skeet Hise.

The second moto found Kawasaki ace Michlitsch again leading, but disaster struck with a couple of laps to go when a 15 cent spring broke, causing his brakes to freeze. That allowed Watilo to breeze on to an easy win with the "old man of Northwest motocross," Hise, taking a well deserved second. Honda-mounted Dave Shepard was third, and Jerry Wilson on a Suzuki grabbed fourth.

The one-two-fives were ready to go for their first moto with MX Fox/Bel-Ray/Vancouver Yamaha's Doug Lange getting the holeshot. Mich-

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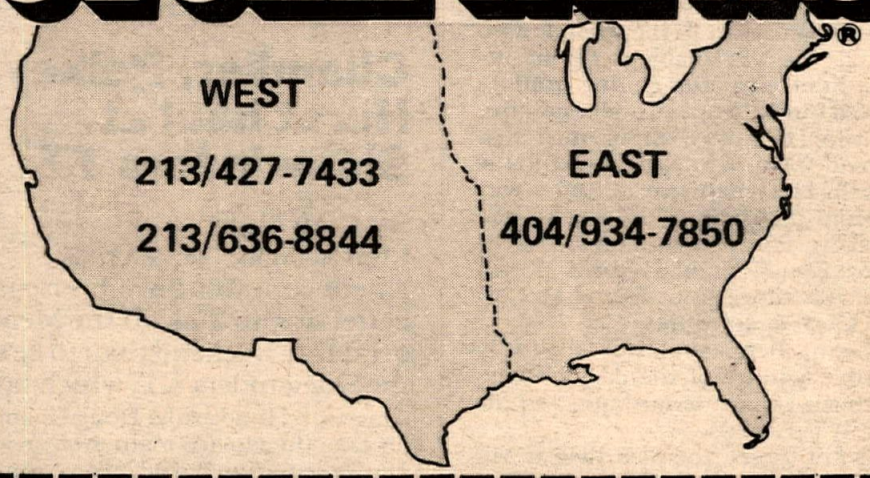

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NORTHERN DATELINE

Doug Lange leads Mt. View 125cc Pro winner Ted Holt to a jump.

litsch was right there in second, D&S Cycles Suzuki rider Ted Holt was third and Hettinga fourth. By the next lap Michlitsch had gained the number one spot for good and was gone for the win. Lange took second, Holt third, Hettinga fourth and Mike McCormick on a Fred's Cycle City Suzuki came from dead last for fifth.

Michlitsch had misfortune strike him down again in the second moto of 125. He was unable to defend his first moto win after engine troubles forced him to drop out after four laps. Watilo, Holt and Denny Fennel then provided fans with a great race to the finish. Holt managed to find a way around the tiring Watilo, who had already ridden three motos, for the win. Fennel grabbed third. Kevin Hofenbredl was fourth, and McCormick was again fifth.

Grant Bergstrom was the only double winner of the day, blitzing both the Mini Intermediates and the Pee Wee Experts.

Don't forget, the next race at Mt. View on June 20 will be a Yamaha Perpetual Gold Cup Series race. Parking is limited so the earlier you arrive, the better spot you'll get.

Results

PP: 1. Julie Hiersche (Yam); 2. Jill Harteloo (Hon).
PEE WEE JR: 1. Chad Kishpaugh (Yam); 2. Clint Whitaker (Yam).
PEE WEE EX: 1. Grant Bergstrom (Yam); 2. Britt Woodring (Yam); 3. Travis Whitaker (Yam).
MINI JR: 1. Troy Stewart (Yam); 2. Mitch Caldwell (Yam); 3. Kevin Mann (Kaw).
MINI INT: 1. Grant Bergstrom (Yam); 2. Corey Whitaker (Yam); 3. Randall Klettke (Hon).
MINI EX: 1. Dell Smith (Yam).
100 JR: 1. Roger Sherrel (Yam); 2. Dan Cook (Yam).
100 INT: 1. Jeff Miles (Yam).
125 JR: 1. Chuck Goodrich (Kaw); 2. Brett Gilkson (Suz); 3. William Ormby (KTM).
125 INT: 1. Kyle Buckner (Yam); 2. Shane Whitaker (Yam); 3. Duncan Davis (Hon).
125 EX: 1. Bill Hrabik (Yam).
125 PRO: 1. Ted Holt (Suz); 2. Rob Watilo (Yam); 3. Doug Lange (Yam).
250 JR: 1. Michael Tomasini (Yam); 2. Ron Kent (Hon); 3. Tim Dyke (Kaw).
250 INT: 1. David Camp (Suz); 2. Dean Glass (Hon); 3. Caig Kowki (Suz).
250 PRO: 1. Rob Watilo (Yam); 2. Skeet Hise (Kaw); 3. Dave Hettinga (Yam).
OPEN JR: 1. Greg Wilson (Mai); 2. Dale Sahleen (Yam); 3. Jay Loudagin (Yam).
OPEN INT: 1. Doug Foster (Hus); 2. Richard Hewit (Yam); 3. Ron Dimeo (Hon).
OPEN PRO: 1. Lyle Schoppert (Mai); 2. Mark Mattheisen (KTM); 3. Bob Plympton (Suz).
OTH EX: 1. Ron Long (Suz); 2. Mike Perry (Yam); 3. Jim Gladish (Hus).
OTH INT: 1. Gary Backstrom (Yam); 2. George Dennis (Kaw); 3. F.D. Rhay (Hon).
OTH NOV: 1. Curt Gilbert (Yam); 2. Dana Ragnone (Yam); 3. Darrel Kishpaugh (Yam).
OT EX: 1. Gary Bonds (Hon); 2. Jim Newman (Mai); 3. Clarence Pitts (Yam).
OT NOV: 1. Jerry Hiersche (Kaw); 2. Gene Ford (Yam); 3. Dave Scott (Mai).

Chandler, Pelkey, Hurst haul at Sidewinders TT

By Clay Light

CLACKAMAS, OR, MAY 28

There couldn't have been any better way to kick off the Memorial Day weekend than to be at the Sidewinders TT, which saw American Honda rider Doug Chandler take the Novice main event with Junior sensation Barry Pelkey (Simpson/C-A) beating last week's winner Randy Green. The Expert main event was also a "seat edger" which saw Brad Hurst (Panther Racing/KRW/Woodland Hon/Tri) take the race over last week's winner Frank Word III (Scott USA/Vern's Air Sales/Out Front No. Plates/R&B H-D).

The Novice main event had Chandler put his water-cooled Honda into the lead of the 12-rider, two-row field. Fellow Californian Joe Knight (Yam) followed in second with George McBee (Yam), Ryan Fisher (Vern's Air Sales Yam) and Danny Bennett (ND/Bel-Ray Hon) giving chase. Bennett, who got off poorly, was closing the gap on McBee, who fell prey to Fisher who wanted to put a pass on Chandler for the lead. Sound confusing? It was. Chandler wasn't to be denied the win (and a well earned one) after last week's DNF.

In the Junior main, Pelkey was on the pole position, but that didn't stop Emory Gray and his Yamaha from taking the lead while Pelkey poured it on in second, fleeing flying Randy Green (American Hon). Ben Zakarian (Yam) trailed in fourth but managed to work past Green and Pelkey on the first lap, also getting by Gray to take the lead. Zakarian held a smooth line in first with Gray second, Green third and Pelkey and Danny Moore (American Hon) arguing over fourth. Gray yielded to Green as did Zakarian, who also fell to Pelkey, who quickly challenged Green in a duel for the lead. Pelkey got a good drive out of the downhill corner and made his move on Green to take the lead coming past the tower, where the announcer had everyone on their feet with the tight race between the sensational Juniors. Pelkey pounded the pack to take the win over Green, Zakarian, Gray and Brian Yocum (Yam).

After all the Expert restarts and spectator brawls, the Expert main was underway and saw Word the third take the lead on his XR750 over Hurst, Mickey Fay (American Hon), Mike Inderbitzin (Tri) and Darrell Hendrickson (Tri). Hurst was quick to swoop up Word on the second lap when Word got out of shape in a choppy corner to take the lead over Fay, who held down third, and a fourth place argument between Jeff Campbell (Elite/Harry Lilly/Out Front No. Plates/Simpson/Vern's Air Sales Yam), Brett Barkman (Hon) and Inderbitzin. Campbell settled into the fourth place spot toward the latter stages in the 12-lap event. Hurst and Word continued their battle for first until the last lap when Hurst decided to motor away with the win. Word, Fay, Campbell, Barkman, Inderbitzin made up a mini National (all six hold National numbers) with Billy Oliver (Fred's Cycle City Tri) seventh and Jeff McDaniel (Longview Kaw) eighth. Also, a quick get well wish to John Wincewicz, Lars Trulson and the few others who will be out of action.

Results

MAIN
EX: 1. Brad Hurst (Tri); 2. Frank Word III (H-D); 3. Mickey Fay (Hon).
JR: 1. Barry Pelkey (C-A); 2. Randy Green (Hon); 3. Ben Zakarian (Yam).
NOV: 1. Doug Chandler (Hon); 2. Ryan Fisher (Yam); 3. Joe Knight (Yam).
TROPHY DASH
EX: 1. Frank Word III (H-D).
JR: 1. Emory Gray (Yam).
NOV: 1. Doug Chandler (Hon).
FAST TIME: Frank Word III (H-D) 14.54.

Spangler, Michlitsch grab PIR night MX wins

By Brian Barnes

PORTLAND, OR, MAY 27

Eugene's Joe Spangler and Tim Michlitsch, from Newberg, both Kawasaki riders, took wins in the 125 and 250cc Pro classes tonight at Portland International Raceway. Bob Plympton outlasted fellow Gresham Suzuki rider Barney Newman in the Open Pro class but only after Newman was forced to sit out the second moto with bike problems.

In 125, Michlitsch won the first moto with ease; Mike Chase ran a strong second the entire race on his Suzuki and Spangler grabbed third, but only after a "heated" battle with Suzuki pilot Ric Burkinshaw.

The second moto found Chase in the lead for almost the entire race until Spangler squeaked by with only a couple of laps remaining. Spangler got the win with Chase second. Michlitsch took third after encountering problems early in the moto.

The first 250cc moto looked like a repeat of races from weeks before. Michlitsch and O'Neal/Gresham Suzuki rider Jeff Cropper were again battling for the top spot. That order held to the finish with D & S Cycles Husky-mounted Ron Vandehey taking third and Rick Bozarth fourth on a borrowed Honda.

The second moto found Michlitsch in an unusual spot, that being behind everyone in dead last. Suzuki Northwest's Bruce Irwin got the holeshot with Cycle World's Arne Hettman right behind. Michlitsch started his charge to regain the top spot and by the one lap flag had done it. Vandehey rode a great moto for second with Hillsboro Suzuki's Randy Hubbard third, Irwin fourth and Dave Shepard fifth.

Gresham Suzuki's Mike Klettke took the overall 125cc Intermediate win but not after great races in each. Honda-mounted Craig Timm and Vancouver Yamaha/Suzuki's Darrin Currier gave Klettke the most competition, with Currier winning the second moto. His unfortunate spill in the first moto, while in the lead, cost him what could have been the overall win.

Results

PP: 1. Tammy Bufton (Yam); 2. Julie Hiersche (Yam); 3. Jill Harteloo (Hon).
PEE WEE JR: 1. Chad Kishpaugh (Yam); 2. Darrin Frye (Yam).
PEE WEE EX: 1. Britt Woodring (Yam); 2. Denny Kishpaugh (Yam); 3. Richie Abrams (Yam).
MINI JR: 1. Mike Bell (Yam); 2. Shawn Shevel (Yam); 3. Bill Phinney (Yam).
MINI INT: 1. Mark Baumgardner (Suz); 2. Grant Furrer (Yam); 3. Mike Crowell (Yam).
MINI EX: 1. Dell Smith (Yam).
100 JR: 1. Roger Sherrel (Yam); 2. Craig Clark (Yam); 3. Don Cook (Yam).
100 INT: 1. Jeff Miles (Yam).
125 JR 1: 1. Wes Hanson (Suz); 2. Mark Jolma (Yam); 3. Don Robinson (Kaw).
125 JR 2: 1. Eric Winters (Yam); 2. Kerry Ovall (Hon); 3. Chris Swaja (Hon).
125 INT: 1. Mike Klettke (Suz); 2. Craig Timm (Hon); 3. Darrin Currier (Suz).
125 PRO: 1. Joe Spangler (Kaw); 2. Mike Chase (Suz); 3. Tim Michlitsch (Kaw).
250 JR 1: 1. David Bacon (Yam); 2. Ron Kent (Hon); 3. Monty Bloemke (Hon).
250 JR 2: 1. Don Robinson (Kaw); 2. Mark Bell (Hon); 3. Terry Davis (Kaw).
250 INT: 1. Rick Wylder (Kaw); 2. Mike Holbrook (Suz); 3. Kyle Hall (Hon).
250 PRO: 1. Tim Michlitsch (Kaw); 2. Ron Vandehey (Hus); 3. Randy Hubbard (Suz).
OPEN JR: 1. Mike Hickman (Yam); 2. Jeff Younce (Yam); 3. Bill Crenshaw (Hu).
OPEN INT: 1. Grayson Hart (Yam); 2. Mike Perry (Suz); 3. Pat Nelson (Hon).
OPEN PRO: 1. Bob Plympton (Suz).
OTH EX: 1. Mike Perry (Suz); 2. Mike Hickman (Yam); 3. Jim Parks (Yam).
OTH INT: 1. Jeff Younce (Yam); 2. George Dennis (Kaw).
OTH NOV: 1. Bill Jaworski (Yam); 2. Richard Duncan (Kaw).
OT EX: 1. Gary Bonds (Hon).
OT NOV: 1. Jerry Hiersche (Kaw); 2. Charles Burchinal (Hon).

Cruickshank, Hayman hustle at Huetter FT

By Judy Roe

COEUR d'ALENE, ID, MAY 27

The second week of racing at Huetter Speedway was held under threatening skies and chilly weather tonight, but the crowd was ready for flat track action.

The 250cc Amateur main had Ken Peterson jump into the lead, but Rick Bell went around him. Ron Rouse running third couldn't hold off Jeff Selden and finally went down trying but was unhurt. At the flag it was Bell first, Selden second, Peterson third and Lowell Thompson fourth.

The 500cc Expert class was anybody's game all night with Arney Wick, Tony Cruickshank and Ron

Yamamoto exchanging places in each moto. The final moto, won by Cruickshank, gave him enough overall points to take first followed by Yamamoto and Wick.

The first moto of the Open Experts was an exciting race from start to finish. Arney Wick was first to the corner; Rich Hayman and Darrell Sims battled for second place while Tony Cruickshank moved up from fifth place. Hayman grabbed a momentary lead from Wick but wasn't able to hang on. At the checkered flag it was Wick, Hayman and Yamamoto.

Hayman was the overall winner in the Open Expert class after taking third in the second moto and first in the third moto. Wick was second and Cruickshank third overall.

Team Honda smokes Baylands FT

By Bill Spencer

FREMONT, CA, MAY 26

Team Honda's Doug Chandler and Dan Moore took on the very fast three-eighths-mile dirt oval at Baylands Raceway Park tonight and once again came out the big winners. For Chandler, it was his 15th main event victory and the start of another record setting series. The two Team red/white/blue riders ran off with the 250cc Expert show with only Rick Hocking working around Frank Sanchez to keep it from a Honda rout. Hocking's Knight-framed, Billy Scott air-cooled Yamaha will likely be what he rides when the Winston Pro Series goes to Santa Fe Park.

Paco Sanchez took his Honda Peninsula water-cooler to the forefront of the 250cc Expert show with Doug in tow, but coming down the front straight for the completion of the first lap, Chandler took over with a fine pass and was long gone. Moore got by for the second spot, and the Honda riders were in complete control, quite a change from the past when Yamaha was the dominating force.

Hocking and Eddie Caballero were working to the front when Sanchez got a little off the proper line and Hocking ate him up. Chandler's win was a convincing straightaway with Moore at least six bikes up on Hocking who announced he would return to the Pro scene and get Jim Filice's old number. Sanchez held onto fourth over Billy Scott, who promptly gave it to Ray Abramns for an overhaul before heading east for the Winston Pro Sries tour.

Brian Pecore and the Ang Rossi Yamaha mixed it up with Chris Paulson on the Fremont Yamaha for 360cc Expert with Pecore winning.

The 500cc Junior race was a real free-for-all until Mark LaCasa took the positive side and won on the Gilroy Sports Cycle special over John Casey and a fastly and vastly returned and improved Joe Mitchell.

Danny Moore took the Team Honda/Ed Co./Mike Crowther-built XR to the forefront of Open Expert, and no one could get close. Rod Spencer and Team Maico were sorting things out and took second with a dice going on between him, Bruce Johnson's YZ490 and Ben Zakarian.

Results

MINI: 1. Kelly Fischer (Yam); 2. Jeremy Chisum (Kaw); 3. Mike Ganon (Hon).
100 MINI: 1. Jeremy Chisum (Yam); 2. Kelly Fischer (Yam).
250 NOV: 1. Scott Eichelbaugh (Yam); 2. Ted Taylor (Yam).
250 JR: 1. Kurt Chandler (Kaw); 2. Larry Staggs (Kaw); 3. Ronnie Evans (Yam).
250 EX: 1. Doug Chandler (Hon); 2. Danny Moore (Hon); 3. Rick Hocking (Yam).
360 EX: 1. Brian Pecore (Yam); 2. Chris Paulson (Yam).
500 NOV: 1. Brad Hollis (Yam); 2. Jack Winans (Yam); 3. Mark Corsetti (Yam).
500 JR: 1. Mark LaCasa (Suz); 2. John Casey (Yam); 3. Joe Mitchell (Yam).
500 EX: 1. Danny Moore (Hon); 2. Rod Spencer (Mai); 3. Bruce Johnson (Yam).

Turnidge tops Oregon Trail 100

By Steve Hammer

VALE, OR, MAY 23

Brad Turnidge showed up and gunned down another first overall win today at the Oregon Trail 100. Brad is getting "bad;" this was his fifth straight overall win this season, and he did it with ease. Turnidge's win was made even easier by the dusty, rocky 30-mile course which destroyed his competition's machinery and took out half the field.

The BLM gave the sponsoring club, Snake River M.C., an all-new race area for this event, but unfortunately, dust and rocks were abundant. The start was signaled by a dropped banner and a huge cloud of dust. Immediately roaring into the lead was Clint Stephans (480 Hon). Stephans was really on the gas, and he proceeded to pull away with a blistering pace. Following were Turnidge (495 KTM), Mike Kelly (125 Suz), Steve Henry (480 Hon) and Ron Dillon (490 Yam). As the leaders battled, the dusty followers battled the rocks. Only miles from the start, several riders were seen nursing flattened tires and exhausts and ripped off footpegs. Fortunately, no serious injuries were reported.

At the end of the first lap, the order was Stephans, Turnidge, Dillon, Henry and Kelly. Henry didn't go out for another lap as his clutch soured and Bill Dowers (430 Hus) began to move up from a horrible start. Leader Stephans' super ride came to a halt when his rear shock exploded halfway through the second lap, and Dillon flattened a front tire, slowing him down.

The disasters continued with Kelly hitting a cow, crashing and breaking a throttle cable. This unbelievable string of mishaps allowed the already talented Turnidge to assume an unreal lead which he held to the end. Dowers continued to move up despite a huge hole in his exhaust; he managed to bag second. Rick McCune (430 Hus) finished third overall, first Old Timer, and Curt Dice (Mai) won the 250cc Expert class with a super fourth overall. 125cc Expert class winner Willis Taylor (Kaw) was fifth overall, and the first Novice was Jerry Bennett (430 Hus).

Results

OVERALL: 1. Brad Turnidge (495 KTM); 2. Bill Dowers (430 Hus); 3. Rick McCune (430 Hus); 4. Curt Dice (250 Mai); 5. Willis Taylor (125 Kaw); 6. Dennis McNanney (430 Hus); 7. Doug Roberts (250 Hon); 8. Dan Lees (480 Hon); 9. Darrell Lankford (400 Suz); 10. Dale Demaris (250 Hus).
OPEN EX: 1. Brad Turnidge (KTM); 2. Bill Dowers (Hus); 3. Dennis McNanney (Hus).
OPEN NOV: 1. Jerry Bennett (Hus); 2. Rod Cada (Yam); 3. Lance Englesby (Yam).
250 EX: 1. Curt Dice (Mai); 2. Doug Roberts (Hon); 3. Dale Demaris (Hus).
250 NOV: 1. Dave Arnold (Hon); 2. Ron Wehr (Yam); 3. Rick Dooms (Hon).
200: 1. Wayne Krug (Yam); 2. Chuck Wells (Hon); 3. John Thompson (Yam).
125 EX: 1. Willis Taylor (Kaw); 2. Dan Huskey (Yam); 3. Robert Nancolas (Yam).
125 NOV: 1. Earl Wells (Yam).
OT (30-39): 1. Rick McCune (Hus); 2. Darrell Lankford (Suz); 3. Ollie Todd (Hus).
IRONMAN (40-UP): 1. Dean Huskey (Yam); 2. Denny Howard (Hus); 3. Allen Hendry (Yam).
WOMEN: 1. Tia Toland (Kaw).

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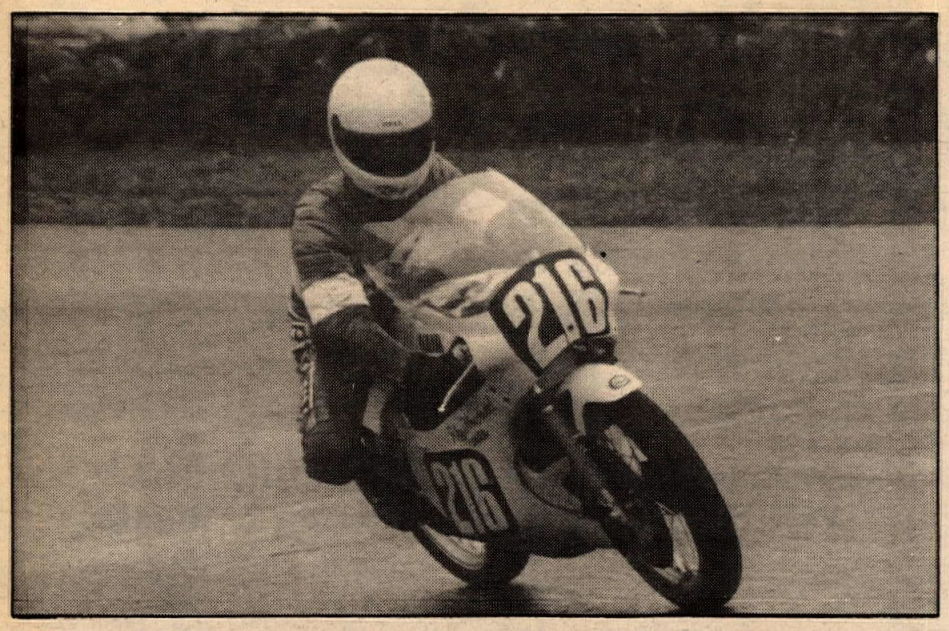


Rhys Howard returned to Westwood and smoked 250cc GP.

Local hero returns to Westwood RR

By Alice Macpherson

WESTWOOD, BRITISH COLUMBIA, CANADA, MAY 30

Rhys Howard did a fast cruise through both heats of 250cc GP to take easy firsts and clean the class today at Westwood. His skill and early season riding in California, Daytona and back to California again has brought him home a hero and go-fast rider. Chasing him from a distance were Dale Franklin and veteran rider Greg McRae, but the distance was greater than they could overcome, at least this time.

Crashing was the major sport in 410cc Production as various riders lost traction, tangled handlebars or just plain center-punched each other throughout the racing. One incident required a red-flagging of the heat and the ambulance but was reported to be limited to a broken collarbone in the end. When all this dust had cleared, newcomer Ken Stobbert came in for the win, hotly pursued by Ted Russo and Pierce Buck, all mounted on RD350LC Yamahas.

Superbikes had the crowd on the edge of their seats as Randy Skiver barely fended off the Kawasakis of Rhys Howard and '81 Canadian Superbike Champion Steve Dick. While Howard has one of the Lawson Replicas, Dick is running a completely stock 1000J motor while waiting for Canadian Kawasaki to finish supplying the factory go-fast parts for the new motor he and his sponsor, Big B Cycle, are building.

Another rider on a stock bike was Fraser Mitchell in the 550cc Cafe heats. While this has been politeness on his part so far this season to give a handicap to the other riders, he is talking race parts now that Bill Matty led both heats on his Kawasaki to leave Mitchell in a close second, but second nonetheless.

The Sidecar class again provided the fine riding and competition that they always do, with the Wildman clan in first (as they always do) and second places on their Suzuki and Triumph rigs, respectively. Coming up fast from the back was the unit piloted by Donn Hubble and passengered by Darren Pain.

Results

410 PROD: 1. Ken Stobbert (Yam); 2. Ted Russo (Yam); 3. Pierce Buck (Yam).
750 PROD: 1. Gary Goodfellow (Suz); 2. Craig Turner (Suz); 3. Nicholas Defaso (Suz).
250 GP: 1. Rhys Howard (Yam); 2. Dale Franklin (Yam); 3. Greg McRae (Yam).
550 CAFE: 1. Bill Matty (Kaw); 2. Fraser Mitchell (Yam); 3. David Roosevelt (Yam).
SUPERBIKE: 1. Randy Skiver (Suz); 2. Rhys Howard (Kaw); 3. Steve Dick (Kaw).
SIDECAR: 1. John Wildman/Rick Davison (Suz); 2. Dave Wildman/Aszhley Wildman (Tri); 3. Donn Hubble/Darren Pain (Suz).

Bertram top miner at 49er Enduro

By Jim Bowman

PLACERVILLE, CA, MAY 23

Nelson Brothers/Husqvarna support rider Dave Bertram won the District 36 49er Enduro today, scoring only six points — almost half of that scored by second overall. The 49er Enduro, hosted by the Polka Dots Motorcycle Club, is a popular enduro to earn a first place trophy. Last year, the number one trophies were full-size shovels that had the metal parts gold finished; this year they were dirt-digging picks. Maybe next year the Polka Dots will give gold finished gold-panning pans?

Bertram, also sponsored by Cycle Gear and Hi-Point Motorcycle Products, said after the day's run that he got a flat tire about 20 miles from the finish and then ran out of gas just as he was crossing the finish line. "Outside of that," said Bertram, "it was a fun ride." Then he added, "It's hard riding on an early number and having to bust trail." As almost all of the 49er riders felt they were busting brush all day, Bertram's win with an early number was that much harder and well deserved.

The 1982 49er course provided the riders with skill-testing tight brush, a surprise test and plenty of easy fire-road to keep the riders on time and wary of secret checks. The first loop of the course had most of the easy fire road and, except for a section through a tight overgrown irrigation ditch, was basically a great warm-up loop and a timekeeping test.

The second loop gave the riders more trail than the first loop and challenged the riders to maintain relatively faster speed averages. The special test of the day was in the second loop and had the riders work their way through an old railroad bed with large wooden ties. The riders were forced to travel on the ties because there were so many knuckle-busting young trees bordering them. These trees were so dense in some places, that a number of riders complained after the event that their jerseys had been shredded or that they had actually been swept off their bike by branches.

When the results were published on race day (a treat enduro riders are not always afforded), there was a tie for second overall between Honda support rider Taz Harvey, from JK Cycle Inn, and Husky-mounted Randy Carles. Harvey and Carles both had scores of 11 points, but as of presstime, the tie hadn't been broken.

Results

OVERALL WINNER: 1. Dave Bertram (Hus).
200 A: 1. Matt Cullins (Yam); 2. Kirk Ratzel (Suz); 3. Fred Cameron (SWM).
250 A: 1. Taz Harvey (Hon); 2. Wayne Smith (Yam); 3. Joe Fernandez (Hus).
OPEN A: 1. Dave Bertram (Hus); 2. Randy Carles (Hus); 3. Iver Rudy (Kaw).
OT A: 1. David King (Hus); 2. Jesse Goldberg (KTM); 3. Jon Shaffer (Yam).
200 B: 1. David Fleming (Kaw); 2. Don Hoagland (Yam); 3. Brian Summers (Yam).
250 B: 1. Rob Mihovich (KTM); 2. James Smith (KTM); 3. Stanley Stawasz (Yam).
OPEN B: 1. Wes Wender (Yam); 2. Jim Wetzler (Hus); 3. Walt Menge (Yam).
OT B: 1. Jon King (Hon); 2. Dale Swanson (KTM); 3. Dean Dillon (Yam).
WOMEN B: 1. Patti Henning (Yam); 2. Barbara Mihovich (Hon).
200 C: 1. Glen Carrillo (Yam); 2. James Cooper (Hon); 3. Bob Smith (Suz).
250 C: 1. Chuck Shaw (Suz); 2. Don Robbins (Yam); 3. Mark Bender (Kaw).
OPEN C: 1. Alan Parks (Rok); 2. John Steinbuch (Hus); 3. Calvin Eckets (Hus).
OT C: 1. Robert Bolick (Hon); 2. Richard Webster (Yam); 3. Ivan Johnston (Hon).

Duronso does it in the dark at Nite Enduro

By ElRae Morgenthaler

BELLINGHAM, WA, MAY 22

Lyle Duronso, known affectionately as "The Animal," downed all competition with a four-point loss at the Nite Enduro, sponsored by the Mt. Baker M.C. Closest competitors were teammate Brad Division with a six-point loss and Gordon Oyler eight points down. Oyler's score was all the more impressive when we knew that the gas tank of his Husky was torn from the bike when he crashed in an attempt to avoid a large stump.

Only 72 riders chose to prepare their bikes for trail riding in the dark! First bike was out at 6:01 p.m., down the pavement at 18 mph for 1.5 miles and then into the woods with the first check at 3.3 miles.

The speed was upped to 20 mph, beginning with fairly tight trail, followed by good trail and logging road at the end. This five mile check-in/check-out section was the tiebreaker. Just before the check was an easily-crossed creek that eight riders managed to have a problem with. One of them floundered at the exit, holding up one of the better riders for what seemed to be an eternity. Rex Seil had fast time in the section, losing 2.34 points to Duronso's 2.54.

A 3.2 mile reset put most riders back on time. The next check was .8 miles up the road and was designed to catch the rider who was riding hot, but most zeroed it.

The riders were then off into an hour-long section beginning on blacktop along the lake shore at 30 mph and then into the woods at 18 mph; here most riders dropped two to three points coming into check four. A small reset put most riders back on time. It was back into the woods at a 15 mph average into check five at 36.4 miles and then into gas. A six-mile reset gave the riders plenty of time to put lights on bike and body in anticipation of the dark that was to follow.

The entire second half was run at a 15 mph average. The course consisted of varying degrees of trail from tight to fairly open logging road into check six. Again out onto the pavement, the riders got a false sense of security as they were back into the woods which were by now very dark, and the trail contained many knuckle-bruising trees.

Check seven was set at 56.9 miles. Again no relief came as the trail continued, and the moon was obscured by the dense woods. Husky riders enjoyed the brightest light, except for one which blew all light, and the rider completed the course in total darkness.

The final section contained one badly rutted downhill jeep road, complete with washouts. Having personally ridden this section in the broad daylight the following day, I have nothing but admiration for those who rode this section without dropping points.

Results

200 B: 1. Jeff Starkenburg (11); 2. Rick Edgar (13); 3. Rob James (18).
200 A: 1. Rex Seil (13); 2. Wayne Keezer (13).
250 B: 1. Larry Milne (11); 2. Mike Payne (19); 3. Terry Feeney (40).
250 A: 1. Brad Davison (6); 2. Fred Boettner (10).
OPEN B: 1. Ron Gray (12); 2. Brad Sears (16); 3. Jerry Gullickson (23).
OPEN A: 1. Greg Toms (11); 2. Tom Jesmer (11); 3. Dave Bowers (12).
MASTERS: 1. Don Hammer (15); 2. Ken Villines (15); 3. Ron Morgenthaler (17).
AA: 1. Lyle Duronso (4); 2. Gordon Oyler (8).
125 A: 1. Gary Hoff (29).

Ryan dominates Cycleland ST opener

By Little Rich

CHICO, CA, MAY 22

Lowell Moural got the 1982 season off to a good start at his Cycleland short track just south of Chico. Tonight was the first race of an 18-race series.

In 250cc Novice main action, Clint Ballinger got a good holeshot to take the lead with Chris Carter and Rick Gresham in pursuit. Ballinger laid it down coming out of turn three on the fifth lap. He would have been able to walk away from his fall, but he was hit by two riders who could not avoid him. Gresham took the win followed by Carter.

The 250cc Junior event had Larry Staggs first off the line only to have Cagle take it away on the next go 'round with J.R. Lamont behind Staggs for third. Lamont laid back until lap five when he saw his chance and got by both Staggs and Cagle to take the lead. Before the checkered fell, Staggs got by Cagle for a second place.

In the 250cc Expert main, it was Jeff Fowler leading the way with Dave Ryan and Tim Skov following. Ryan found his way under Fowler coming out of turn two on lap five, and that was to remain the order for the rest of the race — Ryan and Fowler followed by Skov.

The 500cc Expert main had Ryan taking the lead on the back straight on lap one. Benji Zakarian put on a hard charge coming out of turn three but was a little too hot, which resulted in a meeting with the hay bales. Ryan led all the way unchallenged.

Results

80 NOV/JR: 1. Tommy Sidel; 2. Shane Oldham; 3. David Gresham.
125-200 FOUR-STROKE: 1. Dirk Sauer; 2. Joey Bolen; 3. David Chaidez.
250 NOV: 1. Rick Gresham; 2. Chris Carter; 3. Wade Clark.
250 JR: 1. J.R. Lamont; 2. Larry Staggs; 3. Fred Wainbright.
250 EX: 1. Dave Ryan; 2. Jeff Fowler; 3. Tim Skov.
500 NOV: 1. Richard Samson; 2. Ed Orput.
500 JR: 1. J.R. Lamont.
500 EX: 1. Dave Ryan.
HANDICAP: 1. J.R. Lamont; 2. Larry Staggs.

Ellis, Bruns beat Pros at Sacto night MX

By Jim Bowman

SACRAMENTO, CA, MAY 21

Jimmy Ellis battled and emerged victor in the 250 and Open Pro races at this week's Friday night MX at Sacramento Raceway. In the 125cc Pro contest, Suzuki-mounted Brad Bruns took top honors on the two single-file motos by swapping holeshots and moto wins with Honda rider Chris Heyman.

Ellis rode his Honda to a third and a second place finish to win the 250cc Pro race by consistency. Jimmy Robertson won the first moto drag race, followed by Ellis and Tom McKinney, but crashed on the fifth lap and took Ellis down with him. McKinney and Randy Losh, who had charged his Maico up from a sixth place start, passed the two and went on to finish first and second. Ellis passed Robertson on the sixth lap to finish third.

Hi-Point/Sierra/Answer Products-sponsored Dave Wood motored his Yamaha support 250 to the head of the pack in the second moto and led to the finish. Wood, who is still recovering from breaking his wrist twice last year, couldn't make his win count, however, because of a poor first moto start and finish.

With Wood out of the running, the race was now between Ellis, McKinney and Robertson. Ellis started fourth and moved up to second by the third lap. Ellis held on to second to take home the money, McKinney finished fifth for second place dollars, and Robertson finished third for third overall.

William Harrison/Answer Products-sponsored Ellis started second in both Open Pro motos but passed the leader and won each. Holeshot artist Dave Wood was first out of turn one in the first moto, but Ellis passed him on the next lap, and Losh outjumped Wood on the last lap.

Losh started the second moto in the lead and held Ellis off until the sixth lap, but couldn't handle the pressure. Losh slowed just a bit in a corner, and Ellis was around him and soaring past on the following jump. Ellis, Losh and Wood finished one, two and three in both Open Pro motos to take home the money in the same order.

Results

125 PRO: 1. Brad Bruns (Suz); 2. Chris Heyman (Hon); 3. Will Akers.
250 PRO: 1. Jim Ellis (Hon); 2. Tom McKinney (Kaw); 3. Jimmy Robertson (Suz).
OPEN PRO: 1. Jim Ellis (Hon); 2. Randy Losh (Mai); 3. Dave Wood (Yam).
80 EX: 1. Charlie Venesas (Yam).
80 AM: 1. Ricky Ellis (Yam).
125 AM: 1. Eric Liddell (Suz); 2. Joe Braxil (Yam); 3. Mark Dawson.
250 AM: 1. Greg Bonovich (Yam); 2. Paul Hart (Suz); 3. Mike Sterling (Suz).
OPEN AM: 1. Phillip Debler (Hon); 2. David Sterling (Hon).
50 NOV: 1. Teddy Taylor.
60 NOV: 1. Sean Austin (Yam); 2. Jimmy Filippello (Suz).
80 NOV DIV 1: 1. John Hicks (Yam); 2. Greg Terheimer (Yam); 3. Frank Bogan (Suz).
80 NOV DIV 2: 1. Greg Terheimer (Yam); 2. John Hicks (Yam); 3. Frank Bogan (Suz).
100 NOV: 1. Tim Young (Yam); 2. Scott Smith.
125 NOV DIV 1: 1. Billy Brazil (Suz); 2. Sam Fries (Suz); 3. Gary Pash (Yam).
125 NOV DIV 2: 1. Clint Hool (Yam); 2. Mark Ernst; 3. Jasson Gregg (Yam).
125 NOV DIV 3: 1. Randy Ellis (Yam); 2. Dave McMurtie (Yam); 3. Clint Hool (Yam).
250 NOV DIV 1: 1. Bob Milani (Yam); 2. Randy Jennings (Suz); 3. Jody Turkaly (KTM).
250 NOV DIV 2: 1. Fred Jenelle (Yam); 2. Mark Pleinis (Suz); 3. Sam Manno (Suz).
OPEN NOV DIV 1: 1. Bill Perkins (Suz); 2. Monte Miller (Suz); 3. Leonard Walters.
VET EX: 1. Jack Coulombe (Hon); 2. Larry Hartnett (Mai); 3. Art McDade (Mai).
VET AM: 1. Loyd Thornburg (Yam).
VET NOV: 1. Buzz Presser (Mai); 2. Les Outman (Yam); 3. Duane Dawson.
OT EX: 1. Jack Coulombe (Hon).
OT AM: 1. Jesse Dean (Suz); 2. Dick Milani (Mai); 3. Jess Gallo (Mai).
OT NOV: 1. Dave Milani (Mai); 2. Ralph Thomure (Kaw); 3. Scott Gerhardt.
PP NOV: 1. Debbie Jamerson (Suz); 2. Renee Leveque (KTM); 3. Tracy Gallo (Hon).

Torgerson, Bowman, Commans command AME Sprockets MX

By Laura Richard

BAKERSFIELD, CA, MAY 16

Today as the Amrican Motocross Enterprises presented their race two of the Pro-Trac trailer series at Sprockets Park, drama unfolded in the hills around the track as a California Highway Patrol officer rolled his car down a steep enbankment while chasing a street rider. Quick thinking on the part of the racers helped to free the trapped officer, and with the help of our own Dr. Sid Johnson and Tommy Little, the critically injured officer will be all right.

Now back to the racing: As the gate dropped for the start of the Open Pro race, it was Yamaha support rider Greg Torgerson jumping into the lead followed by Kolbe Honda-mounted Steve Rawson and Maico-mounted Don Truhitte. Torgerson and Rawson battled it out the entire race, but as the flag dropped, it was Torgerson with the win and Rawson in second.

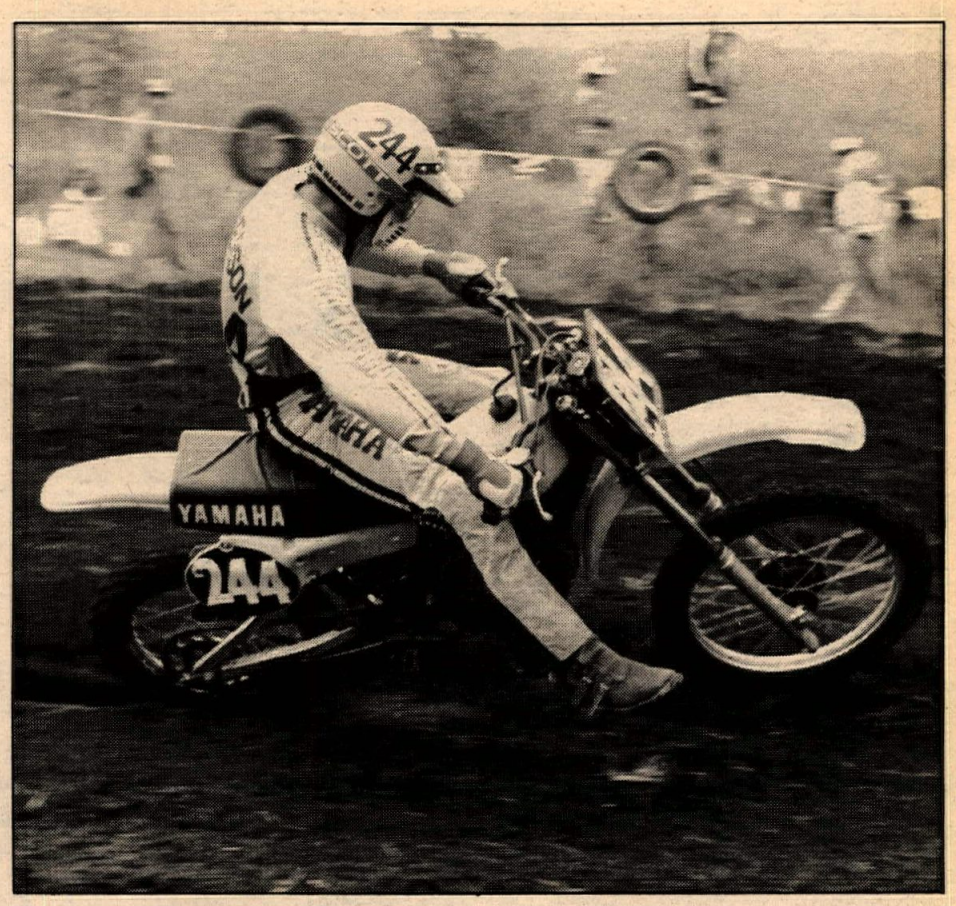
Round two proved to be a carbon copy of round one with Torgerson taking the moto win and the overall with Rawson taking second and Truhitte in third.

The 125cc Pro race was back-to-back wins for Suzuki of Bakersfield-sponsored Gary Bowman with Answer Products/Kal-Gard Honda-mounted Marc Moscrop taking home second place honors and third going to Jerry's Cycle Suzuki-mounted Joe Bauer.

In the 250cc Pro race, round one saw Yamaha-mounted Randy Commans taking the holeshot with Suzuki of Santa Barbara rider Andy Segale hot on his heels in second and third being held by O'Neal Dist. Suzuki-mounted Darin Oliver. Commans was able to hold off the competition to take the first moto win. Round two saw Oliver taking the holeshot and the lead with Segale in second and Commans in third. Olivier was able to hold onto the lead to take the win while Commans was able to move up into the second place spot with D&G Suzuki-mounted Gary Depillo taking the third place finish. The overall for the day went to Commans with second going to Oliver and third to Segale.

Results

OPEN PRO: 1. Greg Torgerson (Yam); 2. Steve Rawson (Hon); 3. Don Truhitte (Mai.
250 PRO: 1. Randy Commans (Yam); 2. Darren Oliver (Suz); 3. Andy Segale (Suz).
125 PRO: 1. Gary Bowman (Suz); 2. Mark Moscrop (Hon); 3. Joe Bauer (Suz).
61 JR: 1. Tony Sucer (Yam).
61 INT: 1. Kevin Peoples (Yam).
61 EX: 1. Danny Lamb (Yam).
83 BEG: 1. David Snyder (Hon); 2. Troy Moore (Yam); 3. Kevin Thompson (Suz).
83 JR: 1. Tony Mercier (Suz); 2. Chris Lara (Suz); 3. John Garcia (Yam).
83 INT: 1. Gary Rickki (Yam); 2. Joe Lozano (Yam); 3. Tony Toste (Yam).
83 EX: 1. Lance Johnson (Suz).
PEE WEE: 1. Mitchell Hukill (Yam); 2. Brad Jones (Yam); 3. Pat Wade (Suz).
125 JR: 1. Mark Stuen (Yam); 2. Mike Hughes (Suz); 3. Rich Lloyd (Suz).
125 INT: 1. Andy Ellis (Yam); 2. Wesley Furrh (Hon); 3. Kevin Fields (Kaw).
250 INT: 1. Jerry Martinez (Suz); 2. Martin Klopman (C-A); 3. Eric Silgero (Hon).
OPEN INT: 1. Ronnie Lewis (Yam).
VET INT: 1. Kent Shepard (Suz).
VET EX: 1. David Rogers (Hus).



Jim Anderson came up with the 125cc Pro win at Washougal. (File photo)

Anderson, Sun, Burgett taste victory at Washougal Gold Cup

By Brian Barnes

WASHOUGAL, WA, JUNE 6

Washougal Motocross Park was the site of this weekend's Yamaha Perpetual Gold Cup MX, and three MX Fox-sponsored riders came away with convincing wins. Jim Anderson and Rick Burgett, both aboard support Yamahas, took 125 and Open Pro, while Portland Honda's Ron Sun came away with the 250cc title. Overcast skies and the possibility of rain didn't dampen the spirits of the 464 riders who showed up to do battle on Washougal's National caliber track, and by the time the Pros were ready to go, the track was in premium shape.

The first 125cc Pro moto leaped off the line with Mike McCormick (Fred's Cycle City Suz), Anderson, MP Products/Spokane Suzuki rider Brett Tremblay and Doug Lange (MX Fox/Bel-Ray) charging around the first corner in the lead. McCormick was very impressive holding Yamaha ace Anderson at bay until the midpoint of the moto when Anderson swooped by to grab the lead for good.

McCormick ran second to the flag with Sun, Kevin Jansen (Kaw support), Robby Watilo (RW Racing/Yam of Salem) and Tim Michlitsch (DG/Kaw support) taking the third through sixth slots.

In the second moto, Sun, McCormick and Watilo rounded the first turn together, trailed by series leader Cory Klaudt (Seattle Hon) and Anderson. Anderson took over the lead with four laps remaining and was gone to the checkered in front of Sun, a jubliant McCormick, Klaudt and Watilo.

With 40 riders lined up to do battle in 250cc Pro, fans were clustered around the all important first turn to see who would survive. Michlitsch, Scott Tyler (Mai Northwest), Joe Santich (Suz) and Sun rounded the first turn in the lead. Meanwhile, about 15 riders had been stuck in a big first turn crash spreading out the field considerably.

By the halfway point, Sun and Michlitsch had pulled far away from any competition and were long gone to the winner and runner-up spots. Tyler guided his Alpha into third, Watilo ran a strong fourth, and Bellevue Yamaha's John Christian, Jr. was fifth.

As the second moto rounded turn one, familiar faces appeared in the lead — Anderson, Sun, Christian and Rick Burgett ran first through fourth for three laps with Michlitsch hot on their tails. There was no denying Anderson the win, as he roosted everyone claiming an easy victory. Sun finished second and got the overall, Michlitsch's strong effort gained him third, displacing Burgett to fourth on the last lap. Christian took another fifth, and KTM-mounted Rod Keller was sixth.

In Open, Burgett won the first moto but not without strong challenges by second place Tyler and third place Christian. Robb Manning (Hi-Point/American Hon) grabbed fourth with Stacy Thornton (DG/Yamaha support) fifth.

The second moto was one of the most exciting of the day with Burgett and Manning staging an all-out slugfest. The two swapped positions a number of times, but Manning managed to bring his CR480 across the line ahead of Burgett, who took second and the overall. Christian was again third with Thornton fourth and Tom Moen, on a Yamaha, fifth.

Washougal marked the midpoint of the Gold Cup Series with action now moving east to Boise, ID, on June 13, and then Mt. View Raceway in Sandy, OR, on June 20. •

Results

125 PRO: 1. Jim Anderson (Yam); 2. Ron Sun (Hon); 3. Mike McCormick (Suz); 4. Robby Watilo (Yam); 5. Kevin Jansen (Kaw).
250 PRO: 1. Ron Sun (Hon); 2. Tim Michlitsch (Kaw); 3. John Christian, Jr. (Yam); 4. Scott Tyler (Mai); 5. Robby Watilo (Yam).
OPEN PRO: 1. Rick Burgett (Yam); 2. Robb Manning (Hon); 3. John Christian, Jr. (Yam); 4. Stacy Thornton (Yam); 5. Scott Tyler (Mai).

Central Pipeline

(Above) Wade Williams appeared to have a bit of trouble at the line of the Brushbusters Automatic class; he finished second. (Below) Suntana 250cc Novice Division Two winner Bill Pierce watches two riders take his line.

Pitts picks up Brushbusters MX win

By Eric Raits

FAYETTE, UT, JUNE 5

Steven Pitts made it two wins in two years at the second annual Brushbusters M.C. motocross near Fayette, and his son Paul trophied in the Mini 50cc class.

Gavin Dillard, holder of an AMA Pro license, added to a list of recent local successes at Suntana, Price and Ogden with a first overall in the Open Expert class.

Stacy Cook and Bear Hensley journeyed from Grand Junction, CO, to try some Utah motocross. Cook smoothly ran away from the field only to have his Honda quit running when he had built up a sizable lead. Hensley took a second overall behind Randy Yates in the 125cc Expert class.

In 80cc racing, Jeff Batholemew and Jeff Good came off fine performances last weekend at the grueling Cherry Creek Hare and Hound for firsts in the Amateur and Novice divisions, respectively.

Results

OPEN EX: 1. Gavin Dillard; 2. Todd Henneman; 3. Kim Leydsman.
250 EX: 1. Bob Thompson; 2. Scott Nielsen; 3. Mark Hopkins.
125 EX: 1. Randy Yates; 2. Bear Hensley; 3. Brad Frampton.
OPEN AM: 1. Steven Pitts; 2. Fred Christiansen; 3. Mike Clark.
250 AM: 1. Cash Veater; 2. Shannon Heaps; 3. Randy Smith.
125 AM: 1. Casey Caldwell; 2. Jay Day; 3. Heath Hills.
OPEN NOV: 1. Danny Good; 2. Jim Blackman; 3. Richard Orr.
250 NOV: 1. Kirk Williams; 2. John Christiansen; 3. Randy Woodard.
125 NOV: 1. Jeff Chestnut; 2. Rick Hill; 3. Paul Peterson.
MINI EX 50: 1. Troy Lerwill; 2. John Vankomen.
80 AM: 1. Jeff Bartholemew; 2. Todd Baker; 3. Cody Thompson.
AUTOMATICS: 1. Matt Smith; 2. Wade Williams.
80 NOV 7-11: 1. Brooks Beckstrom; 2. Cole Wallwork; 3. Kyle Spencer.
80 NOV 12-15: 1. Jeff Good; 2. Nate Jenkins; 3. Jason Galey.
MINI 50: 1. Matt Smith; 2. Paul Pitts; 3. Taylor Williams.

Boyd blisters Suntana night MX

By Eric Raits

SPRINGVILLE, UT, JUNE 4

Jeff Boyd (Yam) turned in an outstanding ride tonight in the first moto at the Suntana Night Motocross, falling and then working his way back to second place and earned a first overall in the Open Novice class.

Brian Allred and Arlun Ault, both on Suzukis, stayed close to each other all night to finish 1-2 in the 250cc Expert class. Joe Warnick separated them once for a second and finished third overall on a Yamaha.

Butch Wilson won the second moto in 250cc Novice Division One after crashing into several riders at different times in the first moto for a third overall. Bill Pierce and Mark Yonkin used more consistent riding for the first two places overall.

Roger Zeeman won the tightly contested, Suzuki dominated 125cc Expert class over Mickey Kirk and Roger Braithwate.

Results

80 11 & UNDER: 1. Mike Morgan (Hon); 2. Steve Hatch (Kaw); 3. Ted Donaldson (Hon).
80 12-15: 1. Casey Newberry (Suz); 2. Vince Barnes (Suz); 3. Spencer Lunt (Kaw).
125 EX: 1. Roger Zeeman (Suz); 2. Mickey Kirk (Suz); 3. Roger Braithwaite (Suz).
125 AM: 1. Kay Caldwell (Hon); 2. Craig Wayman (Suz).
125 NOV: 1. Tim Powell (Kaw); 2. Russ Banks (Yam); 3. Brian Hatfield (Suz).
250 EX: 1. Brian Allred (Suz); 2. Arlund Ault (Suz); 3. Joe Warnick (Yam).
250 AM: 1. Curt Jensen (Hon).
250 NOV DIV 1: 1. Jeff Barnes (Suz); 2. Steve Fullmer (Yam); 3. Rick Johnson (Suz).
250 NOV DIV 2: 1. Bill Pierce (Hon); 2. Mark Yonkin (Kaw); 3. Butch Wilson (Yam).
OPEN NOV: 1. Jeff Boyd (Yam); 2. Randy Gray (Suz); 3. Kelly Adams (Mai).

Richardson, Spencer speedy at Wolfcreek MX

By Charlie Wiese

DALLAS, TX, MAY 23

Exciting racing continued today at Buck Terry's Wolfcreek MX with an afternoon racing program full of action. Intermediates and Experts searched for the fast lane as "Killer" Carroll Richardson (Yam) and Kirk "The Doughboy" Spencer (Yam) scored wins in Expert action.

The 125cc Experts proved why they get paid for winning. "Killer" Carroll Richardson took the lead in the middle of lap one, and the chase was on. Richardson's pace had him in the lead at the halfway mark with Steve "Pacer" Pate (Yam) in second and Kirk Dillon (Hon) closing on the leaders in third. Richardson managed to hold off the last lap charge of "The Pacer" for the round one win as Dillon turf tested his way out of contention. Dennis "The Max" Brand (Hon) held on for third as holeshot artist "Just Plain" Mike Foytik (Suz) rounded out the top four after leading early.

In round two, Pate moved to the early lead as Dillon, Richardson and Brand kept the pace. At the halfway point the order had gone unchallenged; however, the intense racing was nearing a climax. Near the end of lap seven, Pate's pace ended as he soil

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Central Pipeline

(Above) An unidentified Burleson 125cc Expert perfects his tumbling technique. (Below) Carlos Serrano led Tulsa's Open Experts, but DNF.

sampled his way out of an overall victory.

Meanwhile, Dillon grinned from ear to ear as he sped past the unfortunate Pate. Round two ended with Dillon on top, Richardso in second, Brand third, Pate in fourth and Foytik fifth.

Kirk Spencer earned another day's pay in the 250cc Expert wars as he dominated round one action while the field chased his dust. Spencer appeared back in form with Dennis "Skylab" Hawthorne (Hus) charging hard and landing in second ahead of Nick "The Stick" Cordova (Hon) and Mark "Peaches" Rakestraw (Yam). Cordova and Rakestraw recovered from soil samples with Rakestraw coming on very strong to finish a close fourth.

Round two was owned by Rakestraw, who led from gate to flag while round one and overall winner Spencer finished second ahead of Cordova and a troubled Darren Rhoten.

Final race of the super Sunday of racing was the two-lap "Dash For Cash" with any Expert rider on any size machine being eligible. One tough group of Experts sprinted around the fast sandy circuit as Cordova grabbed the lead as the gate hit the ground. The fight was on, but it passed by so quickly that for the riders in second through seventh, it ended too soon. Two laps later Cordova, who switched to the big-bore red rocket for the dash, had the right strategy and the $100 cash in hand after dueling with Rakestraw, Spencer and Rhoten.

Results

MICRO MINI: 1. Eric Alstrin (Yam); 2. Steve Hagg (Yam); 3. Jody North (Yam).
MINI JR: 1. Travis Motley (Hon); 2. Chuck Green (Yam); 3. Robbie Davis (Suz).
MINI SR: 1. Keith Foytik (Suz); 2. Phill Dillon (Hon); 3. Brandyn Ready (Kaw).
OVER 30 INT: 1. Jimmy Henzler (Suz); 2. Jim Smith (Yam); 3. Alan Davis (Suz).
100/125 BEG: 1. Barry Kirkland (Yam); 2. Mike Johnson (Yam); 3. Rick Harper (Yam).
125 NOV: 1. Chad Calvert (Kaw); 2. Mitch Hulsey (Hon); 3. Mike Pierce (Suz).
250 NOV: 1. David Franklin (Suz); 2. Unknown; 3. Johnny Richardson (Yam).
250/OPEN BEG: 1. Mark McCandless (Kaw); 2. Unknown; 3. Buddy Minstl (Suz).
OPEN NOV: 1. Randy Hulsey (Hon); 2. Wayman Stockton (Yam); 3. Skip Smith (Suz).
125 INT: 1. Gary Bench (Yam); 2. Brent Carrizales (Yam); 3. Jerry Moody (Suz).
125 EX: 1. Carroll Richardson (Yam); 2. Dennis Brand (Hon); 3. Steve Pate (Yam).
250 INT: 1. Marvin Shockey (Yam); 2. Bill Newkirk (Yam); 3. Randy Willis (Yam).
250 EX: 1. Kirk Spencer (Yam); 2. Mark Rakestraw (Yam); 3. Nick Cordova (Hon).
OPEN INT: 1. Greg Williams (Yam); 2. Eric Berg (Yam); 3. Kent Smith (Suz).

Conroe hosts NMA qualifier

By BC

CONROE, TX, MAY 29-30

Qualifying for the Ponca City NMA finals rolled into the Houston area today. Most of the top Texas-Louisiana guns were on hand to do battle.

Honorable mention goes to NMA Mini GP winner Collin Edwards for best finish line charge, not to forget the performance of Crispy Vreeland. Kawasaki rider Billy Whitley is back to full speed as he provided some hot competition for Danny Storbeck (Yam) and Kit Vick (Yam) in winning 83cc Stock Expert 12-16.

Ex-mini riders Jackie Horner (Hon) and Tommy Wayland (Kaw) climbed on 125s, and each won a Novice class. Bryan Abernathy (Kaw) was flawless and untouchable as he packed away the Stock and Modified wins in 125cc Intermediates.

Experts were also out in full force as Kyle Landrum (Kaw) battled Bryan Taylor (Hon) in the 125cc classes, and Dan Conway (Kaw) won the 250cc overall at the expense of Ricky Glaser's (Suz) blown head gasket, leaving Ronnie Herrmann (Hon) second overall.

The NMA moves to Tyler next week as the action in some classes gets tight for the top 10 qualifying spots.

Results

61 STOCK PEE WEE THRU 8: 1. Collin Edwards (Yam); 2. Ross Dhayer (Yam); 3. Todd Wallis (Yam).
61 MOD PEE WEE THRU 8: 1. Collin Edwards (Yam); 2. Ross Dhayer (Yam).
61 STOCK THRU 8: 1. Collin Edwards (Yam); 2. Crispy Vreeland (Yam); 3. Michael Walling (Yam).
61 MOD THRU 8: 1. Collin Edwards (Yam); 2. Crispy Vreeland (Yam); 3. Michael Walling (Yam).
61 STOCK NOV 9-11: 1. Baden Rowland (Yam); 2. James Fuller (Yam); 3. Craig Schmitt (Yam).
61 MOD NOV 9-11: 1. Jason Breaux (Yam); 2. Baden Rowland (Yam); 3. James Fuller (Yam).
61 STOCK INT 9-11: 1. Gary Stevenson (Yam).
61 MOD INT 9-11: 1. Dave Shade (Yam); 2. Gary Stevenson (Yam); 3. Jerry Norwood (Yam).
83 STOCK NOV 9-11: 1. Jerry Norwood (Kaw); 2. Crispy Vreeland (Kaw); 3. Baden Rowland (Hon).
83 MOD NOV 9-11: 1. Jason Breaux (Yam); 2. James Prasifka; 3. Cliff Schmitt (Suz).
83 STOCK INT 9-11: 1. Cody Marek (Kaw); 2. Dave Shade (Kaw); 3. Gary Stevenson (Kaw).
83 MOD INT 9-11: 1. Cody Marek (Kaw); 2. Dave Shade (Kaw); 3. Gary Stevenson (Kaw).
105 MOD OPEN 9-11: 1. Gary Stevenson (Kaw).
83 STOCK NOV 12-16: 1. Billy Compton (Yam); 2. Jason Langford (Kaw); 3. Joe Bob Ebers (Yam).
83 MOD NOV 12-16: 1. Steven Epps (Yam); 2. Lance Baldridge (Yam); 3. Jason Langford (Kaw).
83 STOCK INT 12-16: 1. Tommy Collier (Yam); 2. Vincent Rizzo (Yam); 3. Scott Thomas (Kaw).
83 MOD INT 12-16: 1. Eddie Vreeland (Kaw); 2. Brent Freed (Kaw); 3. Tommy Collier (Yam).
83 STOCK EX 12-16: 1. Billy Whitley (Kaw); 2. Danny Storbeck (Yam); 3. Kit Vick (Yam).
83 MOD EX 12-16: 1. Billy Whitley (Kaw); 2. Kit Vick (Yam); 3. Danny Storbeck (Yam).
105 MOD OPEN 12-16: 1. Danny Storbeck (Yam); 2. Billy Whitley (Kaw); 3. Eddie Vreeland (Kaw).
100 STOCK THRU 15: 1. Monty Bland (Yam); 2. Deneck Stafford (Yam); 3. Tim LaCompte (Yam).
100 MOD THRU 15: 1. Dereck Stafford (Yam); 2. Jason Jessup (Yam); 3. Tim LcCompte (Yam).
100 STOCK 16-18: 1. Mike Murray (Yam); 2. Billy Richard (Yam); 3. Jeff Gibson (Yam).
100 MOD: 1. Jeff Gibson (Yam); 2. Mike Murray (Yam); 3. Mark Wedig (Yam).
125 STOCK NOV: 1. Jackie Horner (Hon); 2. Daryl Austin (Yam); 3. Chad Parker (Yam).
125 MOD NOV: 1. Tommy Wayland (Kaw); 2. Daryl Austin (Yam); 3. Lloyd Clayton.
125 STOCK INT: 1. Bryan Abernathy (Kaw); 2. Rusty Dovell (Suz); 3. Brett Wagnon (Hon).
125 MOD INT: 1. Bryan Abernathy (Kaw); 2. Ken Fox (Kaw); 3. Rusty Dovell (Suz).
125 STOCK EX: 1. Kyle Landrum (Kaw); 2. Terry Thomas (Kaw); 3. Wendell Simmons (Kaw).
125 MOD EX: 1. Kyle Landrum (Kaw); 2. Bryan Taylor (Hon); 3. Terry Thomas (Kaw).
250 MOD NOV: 1. Mark Peterson (Yam); 2. Don Lawrence (Yam); 3. Jerry Burford (Hon).
250 MOD INT: 1. Brett Wagnon (Hon); 2. Jason Otto (Yam); 3. Paul York.
250 MOD EX: 1. Dan Conway (Kaw); 2. Ron Herrmann (Hon); 3. Jaime Killion (Yam).

Burleson hosts North Texas MX

By Charles E. Bishop

BURLESON, TX, MAY 30

The Kawasaki North Texas Championship Motocross is a three race series with each series at a different track. The first motocross in the series was at Wolf Creek Motocross Park, the second at Mosier Valley was rained out and rescheduled, and today's third race in the series was at Burleson Motocross Park.

Promoted by Chester Czasjkowski, over 330 riders showed up to compete in 21 classes.

The most hotly contested moto of the day was the second moto of the 125cc Novice B class. From the starting gate down the short straight, 19 riders abreast funneled into a 15-foot wide turn one. By the time they reached turn four, a very high banked left-hand turn, six different racers had been in the lead. Coming out of turn four Larry Bench on a Yamaha had the lead with Todd Spence (Yam). Spence fell in turn four of the second lap, getting restarted in sixth position. Lap three showed severe changes with Yelton now the leader followed by Dan Olson (Yam), Bench and Sideris. The final results stayed the same with Spencer pulling back up to fifth position by the checkered flag.

Results

MINI JR: 1. Chris Epperson (Suz); 2. Shawn Huggins (Yam); 3. Brian Mercer (Yam).
MINI SR: 1. Tiger Foytik (Suz); 2. Jason Upshw (Yam); 3. Philip Dillon (Hon).
OVER 30 INT: 1. Troy Rapp (Suz); 2. Jim Smith (Yam); 3. Donny Penwell (Mai).
OVER 30 EX: 1. Randy Long (Kaw); 2. Mark Mills (Yam); 3. Roger Olson (Yam).
125 NOV A: 1. Chad Calvert (Kaw); 2. Dan Olson (Yam); 3. Nick Sideris (Kaw).
MICRO MINI: 1. Eric Alstrin (Yam); 2. Charlie Winn (Yam); 3. Marshall Hicks (Yam).
250/OPEN BEG: 1. Mark McCandless (Kaw); 2. Mark Williams (Hon); 3. Jackie Mercer (Suz).
OPEN NOV: 1. Randy Hulsey (Hon); 2. James Gorman (Hon); 3. Shane Beavers (Suz).
125 BEG A: 1. Barry Kirkland (Suz); 2. Jim Joplin (Kaw); 3. Rick Harper (Yam).
125 BEG B: 1. Jeff Lane (Hon); 2. Todd Davis (Kaw); 3. Scott Hibbard (Yam).
250 NOV A: 1. Kent Spencer (Yam); 2. Todd Fox (KTM); 3. David Franklin (Suz).
250 NOV B: 1. David Jones (Suz); 2. Tom Chevins (Kaw); 3. David Walsh (Suz).
125 INT A: 1. Skipper Beavers (Suz); 2. Jerry Moody (Suz); 3. Nicky Brantley (Yam).
125 INT B: 1. Brent Carrgales (Yam); 2. Gary Bench (Yam); 3. Aubrey Wright (Hon).
125 EX: 1. Mike Foytik (Suz); 2. Terry Tinney (Kaw); 3. John Kindhard (Kaw).
250 INT A: 1. David Lux (Kaw); 2. Marvin Shockley (Yam); 3. Roger D. Schellenberger (Yam).
250 INT B: 1. Casey Loftin (Hon); 2. Gene W. Goodier (Hon); 3. Roger Hardman, Jr. (Hon).
250 EX: 1. Darren Rhoten (Yam); 2. David Jones (Hus); 3. Kirk Spencer (Yam).
OPEN INT: 1. Brent Dodson (Yam); 2. Greg Williams (Yam); 3. Skipper Roberts (Mai).
OPEN EX: 1. Darren Rhoten (Yam); 2. Darrell Hollingshead (Hon); 3. Glen Goodier (Hon).

Hoenshell, Kirschbaum stuff Team Spaghetti

By Jack B. Harwood

TULSA, OK, MAY 30

The second in the three-race series motocross sponsored by Coors was memorial for some and not so memorial for others on a hot, humid Memorial Day weekend. Clay Hoenshell and Randy Kirschbaum, smarting from the stuffing by Team Villa riders Gary Dircks and Carlos Serrano in the first race of the series, displayed some quick draws of their own.

Hoenshell (Yam) shot aces in the 125cc Expert class, but he had to outshoot Joe Burke (Suz) with only three laps to go in the first moto. In the second moto, Hoenshell trailed Dennis Daft (Yam) who kept the lead from Burke through the first half, then stuffed Burke on the last lap to sweep the 125cc Expert series. Dircks (Vil) DNF both motos with carburetor problems.

In the 250cc Expert battle, Randy Kirschbaum took the first moto from flag to flag. Hoenshell trailed Kirschbaum only one lap in the second moto before he took the point and kept it. Steve Hendricks (Yam) kept a close eye on the proceedings by recording a 3-4 and a strong third overall.

Serrano got the holeshot in the bigbore class and scurried in front of Kirschbaum through 10 hard laps before front brake damage put a stop to his try for a win. By this time, Serrano and Kirschbaum had lapped some of the field and led by many a blink. Kirschbaum coasted to the flag.

In the second moto, after being ditched by a first turn pile-up, Serrano reeled in everybody, including the speeding Kirschbaum who had what seemed to have been an unbeatable lead. When Kirschbaum went wide in a switchback turn, Serrano swept past and rocketed to the flag to save part of the ending for Team Villa. •

Results

125 AM: 1. Brad McKissick (Yam); 2. Kerry Thomas (Suz); 3. Wayne Caulik (Yam).
125 EX: 1. Clay Hoenshell (Yam); 2. Joe Burke (Suz); 3. Dennis Daft (Yam).
250 AM: 1. Wayne Caulic (Yam); 2. Terry Bridges (Hon); 3. David Sutton (Hon).
250 EX: 1. Clay Hoenshell (Yam); 2. Randy Kirschbaum (Yam); 3. Steven Hendricks (Yam).
OPEN AM: 1. Kim Blevins (Yam); 2. Chris Cunningham (Hus); 3. Tony McGugan (Yam).
OPEN EX: 1. Randy Kirschbaum (Yam); 2. Boise Bergen (Yam); 3. Mike Smith (Hon).

RESULTS

AMA National Enduro Championship Point Standings after Six Events

Terry Cunningham	131
Mikk Melton	115
Fritz Kadlec	91
Mark Hyde	82
John Martin	81
Jack Penton	77
Drew Smith	71
Jeff Fredette	68
David Bertram	60
Jeff Irwin	55
John Fero	51
Tom Webb	39
Darryl Kuenzer	38
Kevin Hines	35
Jeff Henning	33
Larry Roeseler	30
Ron Ribolzi	29
Matt Cullins	22
Rick Munyon	21
Mike Keen	20
John Miller	18
George Hendrix	16
Wayne Smith	14
Kevin Brown	13
Wayne Beatty	12
John Haaker	12
B. Fullmer, Jr.	12
Rick Scharphorn	11
Grant Palenske	10
Steve Church	10

AME Motocross Indian Dunes Valencia, CA May 7, 1982 By Tom Corley

PEE WEE STK BEG	
Jeff Willott	Yam
Pat Wade	Suz
Pablo Lara	Suz
PEE WEE STK JR	
Jesse James	Yam
Damon Huffman	Yam
Johnny Chamberlin	Yam
Dan Chambers	Suz
Jonny Biggs	
61 STK BEG	
Jasson Biggs	Yam
61 STK JR	
Shawn Bates	Yam
Jimmy Chamberlin	Yam
Biran Payne	Yam
Joel Tokarsky	Yam
61 MOD BEG	
John Shaver	Suz
61 MOD JR	
Shawn Bates	Yam
Aaron Anderson	Suz
83 STK BEG 9-11	
Robbie Dunham	Yam
Doug Huston	
Douglas Donovan	
83 STK JR 9-11	
Jason Vanderpool	Yam
83 STK BEG 12+	
John Sawitskas	Kaw
Michael Bass	Suz
Buddy Burns	Yam
Michael Victorian	Hon
Abba Zabba Abbott	Kaw
83 STK BEG 12+	
Jody Tapia	Kaw
Jimmy Mours	Yam
Mark Adair	Suz
83 STK JR 12+	
Richard Bates	Yam
Rob Sassen	Hon
Dave Chambers	Kaw
Tornado Tom	
Matt Harrison	Yam
83 MOD JR 12+	
Dave Chambers	Kaw
Rob Sassen	Hon
Richard Bates	Yam
Bambino Tapia	Kaw

D-36 Motocross Championship Point Standings Through May 29, 1982

Rodney Smith	61
Scott Rebuck	47
Jerome Heiberger	44
Robbie Hadlock	41
Rick Ryan	40
Allen Berluti	35
Jim Ellis	35
Randy Losh	31
Brad Harrison	31
Al McElroy	30
Brian Jodry	30
Pete Langley	29
Dave Coupe	28
Dana Waxham	24
Ken McKenzie	22
Jeff Cloutier	20
Jim Cressa	19
Dan Turner	18
Mike Preston	17
Jim Inglebright	17
Don Cantaloupi	16
Bryan Wargo	16
Brad Emery	13
Willie Miller	13
Scott Castaneda	13
Steve Coffey	11
Spoof Pena	11
Mike Whalen	11
Mike Holmes	11
Steve Richard	10
MINI	
Tyson Vohland	9
Don Church	8
Randy Kay	7
Tony Flores	7
Ernie Cervantes	6

Short Track Cycleland Speedway Chico, CA June 5, 1982 By Little Rich

80 NOV	
Tommy Siedel	
Shane Oldham	
David Gresham	
250 NOV	
Walt Bevens	
Ricky Gresham	
Chris Carter	
250 Jr	
Tom Polito	
Jeff Mendes	
Rick LaBlanc	
250 EX	
Dale Hansen	
Mike Gresham	
Dave Ryan	
500 NOV/JR	
Tom Polito	
Walt Bevens	
Ed Orput	
Rich Samson	
500 EX	
Dave Ryan	
HANDICAP	
Doug Reswig	
Tom Polito	
Dave Ryan	
125-200	
George Cummins	
Garnett Estes	

Short Track Cycleland Speedway Chico, CA May 29, 1982 By Little Rich

PEE WEE	
Lowell William Moural	
Rodger Akers	
80 NOV	
Shane Oldham	
David Gresham	
125-200 FOUR-STROKE	
Joey Bolen	
Garnett Estes	
250 NOV	
Walt Bevens	
Rick Gresham	
Chris Carter	
Wade Clark	
250 JR	
Larry Staggs	
Mark Schmeck	
J.R. Lamont	
Joey Gresham	
250 EX	
Dave Ryan	
Scott Rose	
Rick Hocking	
Jeff Fowler	
500 NOV/JR	
Jerry Douglass	
Walt Bevens	
Ed Orput	
Rich Samson	
Don Holt	
500 EX	
Dave Ryan	
Emeroy Gray	
HANDICAP	
Dave Walden	
Tom Polito	
Tim Skov	
Dave Ryan	

Applegate 100 Dallas, OR May 2, 1982 By Glenn Weinsz

OPEN EX	
Brad Turnidge	KTM
Glenn Weinsz	KTM
Bill Dowers	Hus
250 EX	
Ken Maahs	Hus
Stan Capps	Hus
Bill Dowers	Hus
200 EX	
Willis Taylor	Kaw
Terry Bryan	
Chuck Steahly	
OTH EX (30-40)	
Bob Leach	Yam
Gary Finkas	
Jack Hubbard	
OT (40-50)	
Chuck Scheibal	
John Taylor	Kaw
Danny Olson	
OPEN AM	
Calvin Penny	KTM
Gordon Harder	Yam
Terry Bennett	
250 AM	
Ron Williams	
Kevin Friesen	
Larry Lake	
200 AM	
Mitchel Groah	
Jerry Dudash	Kaw
Dan Harte	
OTH AM (30-40)	
Jerry Benson	Hon
David Hartwell	
Mark Dunton	
SUPER SR	
Carl Pruitt	Hus
Roy Webster	
Chuck Carlson	
BEG	
Rick Armstrong	
Bob Petrak	
Ron Feltman	
OVERALL	
Brad Turnridge	
Glenn Wiensz	
Ken Maahs	
Stan Capps	
Bruce Hardy	
Bill Dowers	
Bob Leach	
Willis Taylor	
Scott Allen	
Larry Mang	

AMA National Championship Enduro Series Point Standings after Seven Events

Terry Cunningham	Hus/161
Mike Melton	Hus/140
Fritz Kadlec	Kaw/109
Mark Hyde	Hus/103
Jack Penton	Kaw/90
Drew Smith	Kaw/87
John Martin	C-A/81
Jeff Fredette	Suz/68
David Bertram	Hus/60
John Fero	Suz/57
Jeff Irwin	Hon/55
Ron Ribolzi	Hus/44
Tom Webb	Hus/39
Darryl Kuenzer	KTM/38
Kevin Hines	Hus/35
Jeff Henning	KTM/33
Larry Roeseler	Yam/30
Rod Bush	KTM/22
Matt Cullins	Yam/22
Rick Munyon	Hus/21
Mike Keen	20
John Miller	Hus/18
George Hendrix	Hon/16
Wayne Smith	Yam/14
Kevin Brown	Hus/13
Wayne Beindorf	Hus/13
Wally Wilson	Hus/12
Wayne Beatty	12
John Haaker	KTM/12
B. Fullmer, Jr.	Yam/12
Jeff Russell	Hus/11
Rick Scharphorn	11
Randy Kline	Yam/10
Grant Palenske	Mai/10
Steve Church	10
Mark Williams	KTM/9
Jon Schwartz	9
Tim Wilson	Yam/9
Tom Buckles	9
Rick Partee	KTM/8
John Hearne	KTM/8
Chip Howell	Yam/8
Brian Beatie	7
Alan Randt	7
Eddie Diaz	7
Lyle Duronso	6
Dick Burleson	6
Mike Drake	KTM/5
Don Matheson	5
Bill Berroth	5

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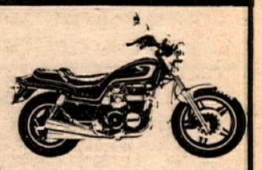

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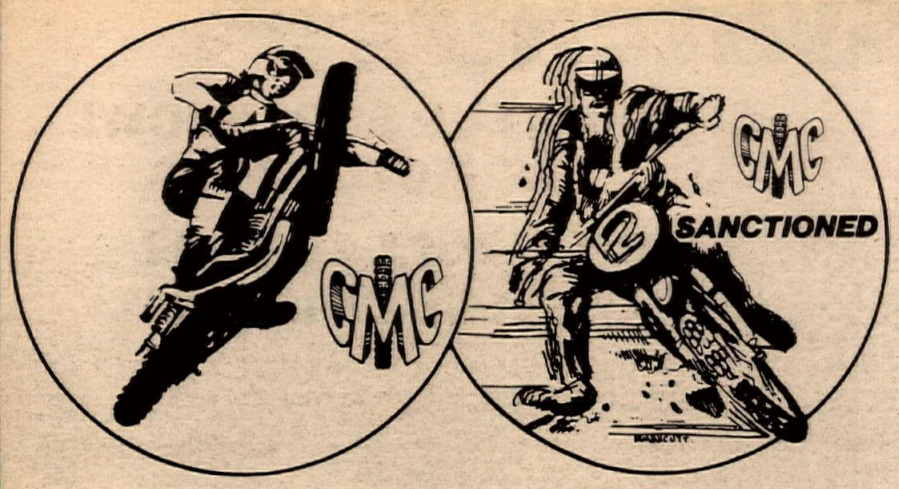

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CALENDAR

CHAMPIONSHIP EVENTS

AMA/Winston Pro Series

6/19-20	RR/Loudon, NH
6/26	H-M/Knoxville, TN
7/3	M/Indianapolis, IN
7/11	RR/Monterey, CA
7/16	TT/Santa Fe, IL
7/24	M/DuQuoin, IL
8/8	RR/Mt. Pocono, PA
8/13	ST/Santa Fe, IL
8/15	TT/Peoria, IL
8/21-22	RR/Sonoma, CA
8/28	M/Indianapolis, IN
9/4	H-M/Hamburg, NY
9/12	M/Syracuse, NY
9/19	M/San Jose, CA
9/25	H-M/Gardena, CA

AMA/Wrangler® Supercross Series

7/17	Los Angeles, CA
11/6	San Diego, CA

AMA National Motocross Series

6/27	Binghampton, NY/125-500
7/4	Buchanan, MI/125-500
8/8	Washougal, WA/125-500
8/22	Carlsbad, CA/125-500

Trans USA '82

9/26	Mt. Morris, PA
10/3	Buchanan, MI
10/10	Unadilla, NY
10/17	Castle Rock, CO
10/24	Sonoma, CA

NMA Grand National Championship Series

NORTHWEST

6/19	Roseburg, OR

WESTERN 2

6/27	Brentwood, CA

WESTERN 1

6/27	Indian Dunes, CA
7/3&4	Barona Oaks, CA

ROCKY MTN. 2

6/19	Mt. Home, ID
6/20	Mt. Home, ID

ROCKY MTN. 1

6/26	Mitchell, NE
6/27	Mitchell, NE

HIGH PLAINS

6/27	Lawton, OK

TEXAS

6/19&20	Houston, TX

CENTRAL

6/26&27	Ks. City, MO

OZARK

6/19&20	Tulsa, OK

AMA Superbike Road Race Series

6/19	Loudon, NH
7/10	Monterey, CA
8/21	Sonoma, CA
9/12	Seattle, WA (Pro-Am)
10/3	Daytona Beach, FL (Pro-Am)

AMA National Enduro Schedule

Eastern Region

8/15	Brooktondale, NY
11/7	Cadiz, KY

Central Region

8/22	Lansing, MI
9/5	Waukee, IA
10/3	Evansville, IN

National Drag Race Schedules

AMA/Dragbike!

6/19-20	Tulsa, OK
6/26-27	Fremont, CA
7/10-11	Bryon, IL
7/31-8/1	St. Louis, MO
8/11-14	Sturgis, SD
8/21-22	Atco, NJ
9/4-5	Cicero, NY
9/11-12	Columbus, OH
9/18-19	E. Irvine, CA
9/25-26	Commerce, GA
10/17	Fayetteville, NC
10/24	Hollywood, FL
10/24	Fremont, CA
10/30-31	Las Vegas, NV
11/6-7	Houston, TX
11/20-21	Gainesville, FL

IDBA

8/14-15	Cleveland, OH
10/9-10	Gulfport, MS

NMRA

6/26-27	East Haddam, CT
7/3-4***	Montreal, Canada
7/17-18****	Englishtown, NJ
7/31-8/1	Irvine, CA
8/7-8	Freemont, CA
8/14-15***	Martin, MI
9/4-6**	Indianapolis, IN
10/2-3	Atco, NJ
10/16-17**	Irvine, CA

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** Top Fuel Only
*** Fun Bike Only
**** Pro STk & Fun Bike Only

SCORE/Pernod Race Schedule

8/6-8	Off Road World Championship, Riverside Int'l. Raceway, Riverside, CA
11/3-6	Baja 1000, Baja California, Mexico

World Championship Road Race Series

7/4	Belgium
7/18	Yugoslavia
8/1	England
8/8	Sweden
8/15	Finland
8/29	Czechoslovakia
9/5	San Marino
9/26	Germany

World Championship Endurance Road Race Series

6/20	Austria
7/17-18	Spain
8/1	Japan
8/14-15	Belgium
9/12	England
9/18-19	France

World Championship Motocross Series

125cc

6/20	Czechoslovakia
7/4	France
7/11	Germany
7/25	Finland
8/1	Sweden
8/15	Spain

250cc

7/4	Holland
7/18	Russia
8/1	NEW BERLIN, NY
8/22	Finland
8/29	Sweden

500cc

6/20	CARLSBAD, CA
6/27	Canada
7/4	England
8/1	Belgium
8/8	Luxembourg

Sidecar

7/11	England
7/25	Switzerland
8/1	Germany
8/22	Austria
8/29	Denmark
9/12	Spain

World Championship Trials Series

6/20	Canada
6/27	NORDEN, CA
9/5	Finland
9/11	Sweden
9/19	Poland

World Speedway Championships

8/15	Team, White City, England
8/28	Individual, LOS ANGELES, CA
12/11	Pairs, Liverpool, Australia

Other Major Events Abroad

7/4	Vila Real TT, Portugal
8/21	Ulster GP & TT, Ireland
9/5	Trophee des Nations, Germany
9/12	Motocross des Nations, Switzerland
9/19	Coupe des Nations, Italy
9/19	World Long Track Championship, Korskro, Denmark
9/20-25	ISDE, Povaska Bystrica, Czechoslovakia

National Road Runs

9/4-5	National Championship Poker Run, Binghampton, NY
9/11-12	Eastern Championship Timed Road Run, Hazlet, NJ
TBA	Western Championship Timed Road Run, Open
11/27	Cycle News Barstow to Vegas Poker Run, Barstow, CA — Las Vegas, NV

Other Major U.S. Events

10/31	The Superbikers, Carlsbad, CA

EVERY WEEK

Tuesday

CALIFORNIA

VENTURA SPEEDWAY
Ventura County Fairgrounds, Ventura, CA. 101 Fwy to Ventura, California St. off ramp. Gates open 6 p.m., race 8 p.m. Adults $4.50, Jr. $3, Child $1 AMA/Ventura Raceway. Info call 805/985-5433.

Wednesday

CMC MOTOCROSS
Ascot Park, Gardena, CA 18300 S. Vermont Ave. All classes plus three-wheelers. 130% Pro p.b. 30% trophies for remainder. Gates open 5:30 p.m., prac. 6:30, race 7:30. Lic. req., avail. @ track ($20). Entry $12. Watch: adults $5, 13-17 $3.50, 9-12 $2, 8 and under free. Info 213/323-5055, 714/557-3323.

AMA SPEEDWAY
Inland Motorcycle Speedway, National Orange Showgrounds, San Bernardino, CA. 900 S Arrowhead. 3 Div., 30% of the gate vs. $1225 + troph. Adult adm. $5, child $1.50, Pref. parking $1. Open 6:30 p.m., race 8. $7 per rider, $5 mechanic. American Raceways, Inc. Info 213/446-0969, 446-2241.

SPEEDWAY 117 MOTOCROSS
Speedway 117, Chula Vista, CA. All classes + all ATV classes. CMC license req. Gate/sign up 5-7 p.m., prac. 6-7, race 7:30. Entry $12 — includes gate and ins. Watch $4.50, 6-12 yrs. $2.50, child free. CMC/Speedway 117. Info 714/690-6414.

Thursday

CALIFORNIA

R.A.C.E. NIGHT MOTOCROSS
Orange County International Raceway, Irvine, CA. I-5 @ Sand Canyon or I-405 @ Irvine Cneter to Sand Cyn. All Classes, 30% troph., 100% Pro p.b. Gates open 5 p.m., prac. 6, race 7. Entry $8, $10 non-memb. (memb. not req.), Pro $15, watch $4, under 12 $1. Info 714/552-5511.

CMC ASCOT TT SCRAMBLES
Ascot Park, Gardena, CA. All classes, Pro payback, sportsman trophies. CMC license req., can be pur. ($20) at track. Gates open 5 p.m., sign up close 6:30, prac. 6-7, race 7:30. Entry $12, watch $5 adults, $3.50 Jr., $2 kids 8-12. CMC sanctioned.

WASHINGTON

WASHINGTON NIGHT MOTOCROSS
Hannegan Speedway, Bellingham, WA. Exit 255 off I-5, 1 mi. E, left on Hannagan Rd., 1¼ mi. N on rt. 50—Open separate C class motos. Gates open 5 p.m., race 6. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-5069 Open, (Larry Hanson).

IDAHO

HUETTER FLAT TRACK
Huetter Speedway, S & S Racing, Huetter, ID. 2 mi. W of Couer d'Alene on Old Hwy. 10. Class C racing, 3/8-mi. oval. Mini/125/250/500/Open, $500 guaranteed purse, trophies to Amateurs. Sign up 6:30 p.m., prac. 7, race 7:30. Info 208/765-5005 (Couer d'Alene Honda).

Friday

CALIFORNIA

SACRAMENTO NIGHT MOTOCROSS
Sacramento Raceway, Sacramento, CA. Hwy. 50 to Bradshaw Rd. to Jackson Hwy. to Excelsior Rd. All classes, Troph., 100% Pro p.b. Numbers on helmet req. Gate 5 p.m., prc. 5:30-6:30, race 7. Entry $10, $15 Pros, watch $4, kids $2. Sacramento Raceway. Info 916/363-2653.

AMA SPEEDWAY
Orange County Fairgrounds, Costa Mesa, CA. S end of Newport (55) Fwy. Div. 1-3. 1st race 8 p.m. Admission $5. International Speedway, Inc. Info 714/492-9933.

R.A.C.E. MOTOCROSS
Corona Raceway, Corona, CA. Hwy. 91 E to Buchanan exit. Mini-Open, 100% Ex. p.b. Info 714/689-1913, 735-1705.

AUBURN SPEEDWAY
Auburn Fairgrounds, Auburn, CA. 30 mi. E of Sacramento, take Maple St. exit off I-80, follow signs. Pit gate opens 6:30 p.m., race 8. Entry $7. Riders call 916/448-7557, 485-7140 (John Houston).

TEXAS

MOSIER VALLEY MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. Gate & track changes inc. over/under bridge. Trophies thru 5th, Ex. purse $300 or 300% p.b. All classes, Ex. ride 3 motos. Gates open 5:30 p.m., prac. 7. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

RIO BRAVO MOTOCROSS
Rio Bravo MX Park, Houston, TX. 5 mi. E on E. Mount Houston rd., off Hwy. 59 N. All classes Trophies thru 6th to Am., 100% Ex. p.b. Entry $8. Swimming, showers, game room, grandstands. Info 713/458-0090.

CAPITAL CITY NIGHT MOTOCROSS
Austin Night Motocross Park, Austin, TX. Hwy 183 N, N of 7th St. Gates open 6 p.m., prac. 7, race 8:15. Entry $10, Ex. $15, $5 gate/watch.

Saturday

CALIFORNIA

NIGHT DRAGS
Carlsbad Raceway, Carlsbad, CA. Motorcycles welcome. Info 714/727-1171.

NAPA SPEEDWAY
Town and Country Fairgrounds, Napa, CA. Entry is off Silverado Trail Rd. Gate (pit) 6 p.m., race 7:30. Entry $7, riders call 707/252-8772 (Dennis Robinson).

D-36 SHORT TRACK
Cycleland Speedway, Chico, CA. 14 mi. S of town, U.S. 99E & Nelson Rd. All classes to 500, 6 ride min./class, Class C trac. req. Gates open 5:30 p.m., sign up 5-7:15, prac. 7, race 8. Entry $8.50, Semi-pro $4, watch $3.50, under 12 $1, pit pass $1 (whites req.). Moural Associates. Info 916/342-0063, 4216.

SADDLEBACK SATURDAY MX
Saddleback Park, Orange, CA. Gates open 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min., others 30 min. Entry $12, Pros $17. No memb. or mail entry req. 33.33% trophies. Info 714/495-4771.

CENTRAL VALLEY CLASS A SPEEDWAY
Located 1/2 mi. E of U.S. 99 at U.S. 198 (Holiday Inn exit), Visalia, CA. 70 mi. N of Bakersfield, 35 mi. S of Fresno. Div. I, II, III + Jrs. Troph. to H/C class winners, $1,000 purse against 30% of gate. All riders gar. 2 rides. Pits open 6 p.m., close 7:15. Gate 7 p.m., race 8. Riders $7, mech. $5, watch $4. Central Valley Speedway Club. Info 209/683-4270.

OKLAHOMA

OKLAHOMA NIGHT MOTOCROSS
Motorcycle Raceway, Oklahoma City, OK. Btwn. I-40 & I-240 on S. Douglas off S. 59th. All classes, 10 trophies/class. Prac. 5 p.m., race 6:30. Info 405/348-4412 (Tommy Newman).

TEXAS

ROSS DOWNS NIGHT MOTOCROSS & SHORT TRACK
Ross Downs, Colleyville, TX. From Dallas — take 114 past DFW Airport, left on Hwy. 26 3 mi.; from Ft. Worth — take 820 to Hwy. 26, E 5 mi. 50-Open Am., trophies. 250/500-750cc Pros, 100% p.b. w/$100 min. if 6 or more entries. Gates open 4 p.m., prac. 6, race 8:30. Entry $8, Ex. $15, gate $5, 6-12 $3, under 6 free. Info 817/488-9133 (Bob Bagwell).

WASHINGTON

Hannegan Speedway, Bellingham, WA. exit 255 off I-5, 1 mi. E, left on Hannegan Rd., 1¼ mi. N on rt. Mini-Open, Am. & Semi-pro. Gates open 5 p.m., prac. 7, race 8. Entry $6/class. Free parking. Mt. Baker M.C. Info 206/733-7346 (George Leonard).

Sunday

OKLAHOMA

BIG "L" MOTOCROSS
Big "L" MX Track, Lindsey, OK. Hwy. 52 S of OKC to Blanchard, Hwy. 76 S to 4-way stop, 3½ mi. S of Hwy. 39 on 76, W 1 mi., S 1 mi., W 100 yds. Pee Wee — Over 30, trophies; 100% Ex. p.b. Gates open 11 a.m., prac. 11-1, sign up closes 12:30, race 1. Entry $7, Ex. $10, rider gate $3, watch $3, 6-12 $1. Info 405/360-3391 (after 5 p.m.).

June 16

R.A.C.E. FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & ST. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

June 18

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 5 p.m., prace 7, race 8. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

WYOMING SHORT TRACK
Big Country Speedway, Cheyenne, WY. I-80 to Central Ave. S, 4 mi. S to speedway. Classes: 80cc, 125 A & B, Open A & B. Contingency awards to Am. 100% to Ex. Run every Fri. thru July 9. Gate $3, prac. 7-8 p.m., race 8. Entry $10 Ex., $7 Am., sign up $5. Big Country Speedway/Cheyenne Cycle Club. Info 307/635-5856 (Rex Wilson).

June 19-20

OREGON SHORT TRACK & TT
Sunnyvalley Speedway, Grants Pass, OR. 15 N of Grants Pass. Take I-5 to Sunnyvalley Interchng, 1/2 mi. from intersect. toward Leland. Pee Wee thru 750cc classes + OT. Sign up 6-7 p.m., Sun. 10-11 a.m. prac. 7-7:30 p.m. Sat., 11-11:30 a.m., race 8 p.m. Sat., noon Sun. Entry $6 1st bike, $5 2nd bike, $7 lightweight money, $10 Pro money. Concessions at track, camp at track or KOA 1/2 mi. away. Southern Oregon Motorcycle Assoc. Info 503/476-7405 wk. days., 479-6929 eve. & wk. ends.

HIGH POINT SERIES ALL CALIF. AMA TT & ST
Indian Dunes Cycle Park, Valencia, CA. All AMA classes. AMA District rider class C championships. Over night camping call 805/255-4222. Gate 7 a.m., sign up 7:30-9, prac. 9-10, race 10:30. Entry $12 per class. Lightweight M/C. Info 714/771-3809.

OT & OTHG MAMMOTH MOTOCROSS
Mammoth Lakes, CA. Hwy. 395 to Mammoth Lakes t/o (203) to Old Mammoth Rd., cont. to Sherwin Creek Rd. OT, OTHG and family support classes only. Must be member of either club. Trophies only, free spectator admission. Races start at 7 a.m. sharp. Entry $30, post $50. Info Steve Pyle, 10060-2 Larwin Ave., Chatsworth, CA 91311. 213/882-5935.

June 19

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 5 p.m., prac. 7, race 8. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

R.A.C.E. OF ARIZONA SHORT TRACK/TT
Canyon Raceway, Phoenix, AZ. 8½ mi. W of I-17 on Carefree Hwy. $500 Pro purse, 33% trophies, trophy dash & sweepstakes race, special $ class for 3-wheelers. Concessions. Memb. not req. Gates open 6:30 p.m., prac. 7:30-7:45. Info 602/843-1124, 993-9236.

MONTEREY D-36 SHORT TRACK
Monterey Fairgrounds, Monterey, CA. Hwy. 1 take Casa Verde off ramp. All D-36 classes. No rider ins., 5 week Hi-Point Series. Gates open 5:30 p.m., race 8. Semi-Pro Entry $15, $11 p.b., others $10. AMA D-36. Info 408/394-8225 (Bob Rosa).

CMC LITTLE OAKIE MOTOCROSS
Little Oakie, Madera, CA. 99 to Ave. 12, off to Rd. 29 N to Ave. 13½, E to Rd. 29½, N to track. All classes + 3-whlr. 30% troph., 100% Pro p.b. Gate 5 p.m., prac. 6, race 7. Entry $10, $15 Pro. Continental Motosports Club. Info 209/439-3322, 673-3146 (Pat Pipes).

AMA D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 5801 Morse Rd. 8 mi. Rd. exit from Fwy. 99 N. Armstrong Rd. exit from Fwy. 99 S. to frontage. All classes, class C traction, D-36 rules. 100% Semi-Pro p.b., 50% Nov. troph. Sign up 7 p.m., pra. 6, race 8. Entry $8, Semi-Pro $11. Stockton M/C. Info 209/477-8524, 368-7182 (Ann Carr).

PHOENIX NIGHT MOTOCROSS
Deer Valley Cycle Park, Phoenix, AZ. 7th St. & Deer Valley Rd. All classes, 33% troph., 100% Pro p.b. No pit riding. Gates open 4:30 p.m., prac. 6, race 7. Entry $10, $15 Pros. Admission $4, Under 12 $2. Phoenix Supercross Raceways, Inc./Roger Jones & John Ohaanesian. Info 602/867-4769

FORT HOOD MX SCHOOL
Fort Hood, Killeen, TX. Hwy 190 to Ft. Hood. Turn N onto Ft. at Clear Creek Rd. exit. Follow signs to track. School taught by AMA Pro Gary Parker. Class limited to 20 students. Will be video taped. Start 10 a.m. to finish. $20 entry includes next days race. Fort Hood Morale Support. Info 817/526-4745 days, 526-6839 eves. (Richard Lassiter).

June 20

SRA FATHERS DAY GRAN PRIX
Riverside International Raceway, Riverside, CA. Off Hwy. 60. All classes + ATV/Ody & special father/child team race. Fin. pins, 20% troph., O/N camp OK. Gate 4 p.m. Sat. Prac. 8 a.m. Sun., race 9. Entry $15, $20 post. SRA lic. req. Southland Racing Assoc. Info 714/828-1358.

CMC MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% cash p.b. to Vet Ex., CMC Pro pts. Memb. only. Gates open 7:30 a.m., race 9:30. Free O/N parking. Info 714/245-7339, 246-6109, 557-3323.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4414 (Conroe Suzuki), 273-2336 (track).

AM SUPERCROSS QUALIFIER
CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 moots & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

MONTANA SHORT TRACK & TT
Prairie View Recreation Park, Billings, MT. Off Hwy. 87 N from Main in Billins. Minis run for troph., all other classes 100% p.b. Sign up 11:30 a.m., prac. 12:30 p.m., Mini entry $5, all other classes $10. Magic City M/C Info (after 6) 406/248-8214 (Pat), 656-6216 (Andy).

MONTANA SHORT TRACK & TT
Prairie View Recreation Park, Billings, MT. Off Hwy. 87 N from Main in Billins. Minis run for troph., all other classes 100% p.b. Sign up 11:30 a.m., prac. 12:30 p.m., Mini entry $5, all other classes $10. Magic City M/C Info (after 6) 406/248-8214 (Pat), 656-6216 (Andy).

SAND HILL RANCH BELT BUCKLE MX & SCRAMBLE
Sand Hill Ranch, Brentwood, CA. Motocross with gold, silver & bronze buckles for troph. in a.m. sign up 7 a.m., race 11. Rough Scrambles prac. 11, race noon. All classes. Entry $15, watch $5. CMC sanction. Info 415/634-3328, 798-5695 (Tom Anderson).

CRC Presents
JT Racing INC.
Miller High Life Beer

AMATEUR SUPERBOWL OF MOTOCROSS
SUNDAY, JULY 18, 1982
LOS ANGELES COLISEUM

Ride the same course as the pros for the LAST TIME IN LA!
You must qualify to ride (one race does it!).

Qualifier Schedule:

June 10 (Thurs Night)	O.C.I.R.	R.A.C.E. MX
June 11 (Fri Night)	Indian Dunes	CRC MX
June 13	Saddleback	CRC MX
June 13	Arroyo	CRC GP
June 13	Arroyo	NMA MX
June 17 (Thurs Night)	O.C.I.R.	R.A.C.E. MX
June 20	Indian Dunes	CRC MX
June 24 (Thurs Night)	O.C.I.R.	R.A.C.E. MX
June 25 (Fri Night)	Indian Dunes	CRC MX
June 27	Saddleback	CRC MX
June 27	Indian Dunes	NMA MX
July 1 (Thurs Night)	O.C.I.R.	R.A.C.E. MX
July 4	Indian Dunes	CRC MX
July 9 (Fri Night)	Indian Dunes	CRC MX

Limited Entries
Classes:
60cc, 80cc, 125cc, 250cc, 500cc, Vets +30, Beginners, Women
Novices, Experts, Intermediates, Special, 3-Wheel Classes

ATTN: Arizona Riders Call Ron Keys at (602) 795-2238 for Qualifier Schedule in your area.
CRC Membership Required
Info: (213) 830-7519

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THURS NITE
JUNE 24th
I-5 at Sand Canyon Exit
American Pro Grip
INFO: (714) 552-5511

Everybody has an opinion! Write to VOICES.

R.A.C.E.
SCHEDULE

WED	JUN 16	FT, ½ & ¼ MI	Corona
THURS	JUN 17	MOTOCROSS	O.C.I.R
THURS	JUN 17	ODYS, 3 WHLRS	Corona
FRI	JUN 18	MOTOCROSS	Corona
THURS	JUN 24	MOTOCROSS	O.C.I.R
FRI	JUN 25	MOTOCROSS	Corona
WED	JUN 30	FT, TT, ½ MI	Corona

CRC RACE SCHEDULE
June 20 — MOTOCROSS
Indian Dunes
Amateur Supercross Qualifier
June 25 — MOTOCROSS
Friday Night — Indian Dunes
Amateur Supercross Qualifier
June 27 — MOTOCROSS
Saddleback
Amateur Supercross Qualifier
July 4 — MOTOCROSS
Indian Dunes
Amateur Supercross Qualifier
July 9 — MOTOCROSS
Friday Night — Indian Dunes
Amateur Supercross Qualifier
New! 4 Stroke Class at all CRC MX & GP Events
CRC Membership Required
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PARTS HELP WANTED
MECHANICS WANTED
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June 18-27 July 2-11
INDIAN DUNES
June 19 July 3-17
SPROCKETS PARK
AME P.O. BOX 1421, RESEDA (213) 881-5778

SRA Schedule
JUNE 20 RIVERSIDE G.P.
—FATHER'S DAY SPECIAL—
JULY 3-4 CAL CITY (SO CAL)
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CRC—MX — 2nd & 4th Sundays
SSM—MX — Every Saturday
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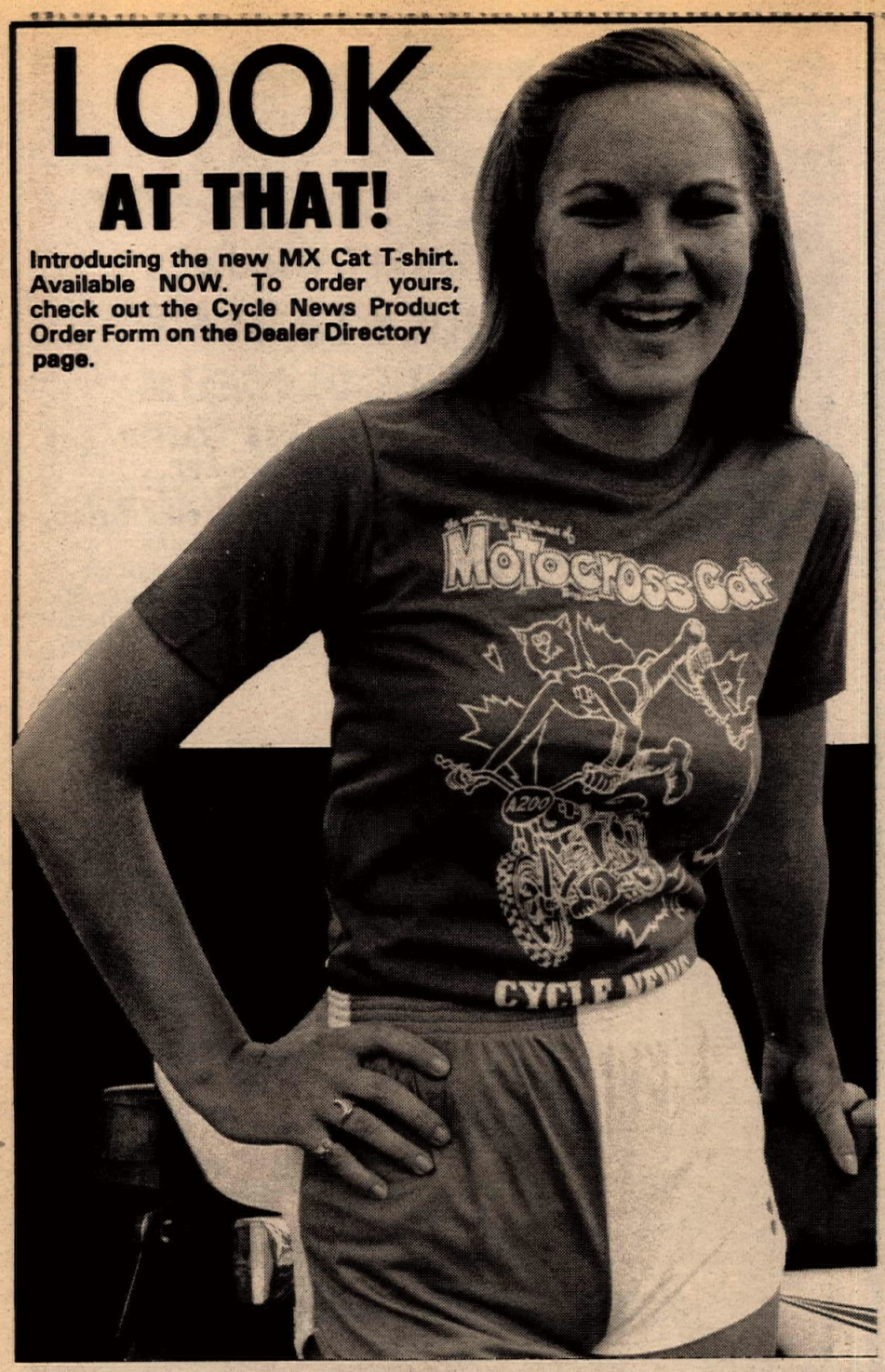

HIGH MILEAGE CONTEST

Cash Prize - per class $300.00

CRAIG VETTER HIGH MILEAGE CONTEST

JULY 10, 1982
SAN LUIS OBISPO TO MONTEREY

LAGUNA SECA RACE WEEKEND

2 CLASSES EACH FOR HONDA, YAMAHA, SUZUKI, KAWASAKI, HARLEY DAVIDSON AND BMW (500-750cc) (751-UP) and a 0-500cc CLASS PLUS THE "INDUSTRY" CLASS FOR EXOTIC ENTRANTS

$7.50 PER BIKE, NO ADVANCE REGISTRATION, BE AT THE MADONNA INN, SAN LUIS OBISPO 6:30 AM SATURDAY MORNING JULY 10, 1982

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CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

CARLSBAD UNITED STATES GRAN PRIX
Carlsbad Raceway, Carlsbad, CA. Palomar Airport Rd. off I-5. Go E 5 mi. to track. 2 500cc World Championship motos and 2 250cc support motos. Gate open 8 a.m., prac. 10, racing at 12:30 p.m. Advance tickets at all Ticketron outlets or call and charge 714/661-4198.

OREGON MOTOCROSS
Mount View Raceways, Sandy, OR. 4 mi. SE of Sandy. Hwy. 211 to Bornstedt Rd., rt on Rude Rd. to Mt. View. All classes, 30% troph., 100% p.b. to Pros. Gate 6:30, prac. 8, race 9:30. Entry $10, $15 Pro, watch & gate $4. AMA/Mt. View Raceway. Info 503/668-6990 (Jan).

PRAIRIE CITY D-36 MX & NMA QUALIFIER
Prairie City OHV, Sacramento, CA. All District & NMA classes. Qualifier classes $40, non-qual. classes $15, Semi-Pro $15 + $5. Gate 6:30 a.m., prac. 7:30, Race 9. Boss MX. Info 209/754-1288 (Fred).

ARROYO MOTOCROSS
Arroyo MX Park, Harlingen, TX. Mini-Open + Over 30 & Enduro. Trophies to 3rd, 200% Ex. p.b. Gates open 8:30 a.m., prac. 10:30, race 11:30. Entry $8, Ex. $12. Harlingen MX Assn. Info 512/428-3895.

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex, p.b. Gates opne 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $9, Pros %13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

AFM WILLOW SPRINGS ROADRACE
Willow Springs Raceway, Rosamond, CA. Hwy. 5 N to Hwy. 14 (Antelope Valley Fwy.) N to Rosamond Exit. Lt. 5 mi. to track. Stk. Prod., Mod Prod., Sprstrt, GP, Twins, Singles & Sidecar classes. Trophies to 3rd + 1st place Nov. Gate 7:30 a.m., prac. 9, race 1. Entry $30 1st class, $15 ea., add. class. Watch $5 (includes program & pit pass), under 12 free. American Federation of Motorcyclists. Info 714/523-3892 (Harry Bresach).

OREGON DEVILS HEAD ENDURO
Portland, OR. Exit Jones Creek from Hwy. 6 and follow signs and ribbons. A & B classes, OMRA Endo. pts., 60 mi. course, auxiliary gas stop. Spk. arr. req., no pit riding. Sign up 7 a.m., riders meeting 8:30, first rider out 9:01 a.m. Entry $8, $1 off w/OMRA card. Mt. Scott M/C. Info 503/775-3137, 659-2966.

D-36 MOTOCROSS
Redding Municipal Airport, Redding, CA. I-5 to town, E on U.S. 44, rt. on Airport Rd., left on Rancho, rt. on Old Oregon Track Rd. All classes. Gates open 6:30 a.m., prac. 7:30, race 9. Entry $15, Semi-pro $15 + $5, watch $4. Moto One, Inc. Info 916/221-3118, 243-4500 (Bud Fleming).

SPRING VALLEY TX MX
Spring Valley MX, Clyde, TX. 1½ mi. N of I-20 at exit 301 mile marker. AMA sanctioned, D-20 pts. All AMA classes, troph. 1-5, 100% Pro p.b. Prac. 8 a.m., race 9 a.m. Entry $12, $17 post, $20 for Pros, $30 post. Info 915/893-4667 (Kerry Walker).

FORT HOOD MOTOCROSS
Fort Hood, Killeen, TX. Take Hwy. 190 to Fort Hood, turn N onto the fort at the Clear Creek exit. Follow signs to track. All classes inc. enduro, troph. to 4th. Cash for Ex. (min. 10 per class). Camping OK and free, straight schedule, concessions avail. Fort Hood Morale Support. Gate 8 a.m. ($5, $4 military), prac. 8:30, race 9:30. Entry $10, $15 Expert. Info 817/526-4745 days, 526-6839 eves. (Richard Lassiter).

OREGON ROAD RACE
Portland International Raceway, Portland, OR. I-5 N to Delta Park exit. Prod., Cafe & GP classes, troph. to Prod & Cafe, 75% p.b. to GP. Most all race licenses OK. Gate 7 a.m., prac. 10. Entry troph. class $20 1st class, $15 2nd class, $12 3rd class. GP Entry $25. Oregon Motorcycle Road Racing Association. Info 503/289-6016 (Ken Neill).

June 25-27

MAMMOTH MOUNTAIN MOTOCROSS!
Sherwin Bowl, Old Mammoth Rd., Mammoth Lakes, CA. All classes + Vets and Minis. $15,000 cash & troph. + $15,000 contingencies. Free practice from June 21 on. Race time 8 a.m., entry $25, $30 Pros. Mammoth Motorcycle Club Inc. Info 714/934-2571 (Dennis Agee).

June 25

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

CRC INDIAN DUNES NIGHT MOTOCROSS AM SUPERCROSS QUALIFIER
Indian Dunes, Valencia, CA. I-5 to Hwy. 126. All classes inc. 4-stroke. Cash for Pros, brass for Sptsmn. Entry $12, Pros $15. Gate 5:30 p.m., prac. 7, race 8. Memb. req. California Racing Club. Info 213/830-7519.

FRIDAY NIGHT MARATHON
Sand Hill Ranch, Brentwood, CA. Corner of Damino Diablo & Vasco Rd. 0-200, 250 & Open classes. 250cc run 7-8 p.m., 0-200 8-9 p.m. Open 9-10. Gate 5 p.m., sign in 6, race 7. Entry $14, Ex $15 + $5, watch $4. Info 415/634-3328, 798-5695 (Tom Anderson).

June 26-27

DUAL EUROPEAN SCRAMBLES
Anderson Lake bed in Lucerne Valley, CA. Limed from Y cafe to Camprock Rd. All motorcycle classes — no 3-whlr. Races run in the usual time pattern so be early. Vets run first. Start time 9 a.m. Sat., 8 a.m. Sun. Entry $13 ea. day. Huntington Beach M/C.

June 26

PORTERVILLE NIGHT MOTOCROSS
Porterville Spinners Airport Raceway, Porterville, CA. Gates open 5 p.m., prac. 6-7, race 8. Info 209/784-8335 (Jess Land), 2825 or 8100 (Jack Roberts).

AMA D-36 SHORT TRACK
Lodi Cycle Bowl, Lodi, CA. 5801 Morse Rd. 8 mi. Rd. exit from Fwy. 99 N. Armstrong Rd. exit from Fwy. 99 S. to frontage. All classes, class C traction, D-36 rules. 100% Semi-Pro p.b., 50% Nov. troph. Sign up 7 p.m., pra. 6, race 8. Entry $8, Semi-Pro $11. Stockton M/C. Info 209/477-8524, 368-7182 (Ann Carr).

CANYON RACEWAY NIGHT MOTOCROSS
Canyon Raceway, Phoenix, AZ. 1½ mi. W of 99th Ave. & Carefree Hwy. All classes, 33% troph., 100% Pro p.b. Gate opens 4:30 p.m., prac. 6, race after prac. Watch $4, child under 12 $2, bike fee at gate $5 (deducted at sign up. Entry $10, Ex. $14. Info 602/934-5027 Bob Dean, 583-0575 Tom Timmons.

June 27

NEVADA ROAD RACES
Las Vegas Speeddrome, Las Vegas, NV. All classes, 1st race 10 a.m., Open prac. Sat. New riders school on Sat. $20. Track opens 8 a.m., race 10. $3 watch, all classes 10 laps. Southern NV Road racers. Info 702/384-2353 (Slim).

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

MONTANA YAMAHA PERPETUAL GOLD CUP
Butte Shrine International Raceway, Butte, MT. Hwy 15-90 to Montana St. exit S, Butte Montana. 13 classes, AMA Yamaha troph., $3,000 purse for Pros. Sign up 7 a.m., prac. 8, race 9. Gate fee $3, entry $10, $25 Pro. Bagdad Shrine Temple. Info 406/494-7683 (Robert), 723-4063 (Doug).

CMC MOTOCROSS NMA QUALIFIER
Sand Hill Ranch, Brentwood, CA. Corner of Camino Diablo & Vasco Rd. Gates open 6 a.m. race 9. Entry $15. Ex. $15 + $5 gate, watch $5. Info 415/634-3328.

RUTH COMMUNITY MOTOCROSS
Ruth Motocross, Ruth Lake, CA. Off Hwy. 101 at Alton, up Hwy. 36 turn Rt. at Ruth Lake Turn off 9 mi. past the Dam on the Rt. From Redding area —Hwy 36 W through Forest Glen to Ruth Lake turnoff, turn Lt. All classes, 33% troph., 100% Pro p.b. Call for rules and regs. Gate 6 a.m., tech & sign up 6:30, prac. 7:45, rdr. meet. 8:45, race 9. Entry $13, $20 Pro. Watch $3, kids $2, child free. People For Sunday Fun. Info 707/574-6524, 764-3034.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $9, Pros %13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

AME INDIAN DUNES MOTOCROSS
Indian Dunes Cycle Park, Valencia, CA. I-5 to Hwy. 126, park is on Lt. All classes. Gates open 7 a.m., prac. 8, race 9. Entry $10, $17 Pro — $15 p.b. American Motocross Ent. Info 213/881-5778.

AUSTIN MOTOSPORT RACEWAY MOTOCROSS
Take IH35 or Hwy. 290 to Austin, TX. U.S 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% troph. thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up noon, race 1:30 p.m. Gate $5, under 8 free. Entry, ATV/Ody $5, Am. $10, Ex. $15. Info Rocky French 512/443-7627 or 327-5254.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th,turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/881-9492 (Tommy Newman).

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, RIDER APPREC. DAY. ALL RIDERS GATE FREE
showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

LAKE WHITNEY MOTOCROSS
Lake Whitney Cycle Ranch, Whitney, TX on FM 2960 of Hwy. 22 W of Whitney. $1,170 guar. purse, brass thru 8th. Split race sched. Nov 9 a.m., Int/Ex. approx. 1:30 p.m. All classes. Camping $2 per vehicle, gate $4. Am. entry $8/Ex. $10. 713/482-7593, 817/694-2901.

SUNRISE VALLEY MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

MARSHALL MOTOCROSS, TX
Marshall Cycle Park, rt on Marshall Creek Rd. off Hwy. 114 from Dallas, or take Hwy. 35 to 114 E. to Marshall Creek Rd. Troph. to 6th, $900 Pro purse or 100% p.b. if less than 15 riders. Approved sil., 3 number plate and sign up before prac. req. Gate 5 a.m., (no O/N camp) split sched., Nov. prac. 8 a.m., Ex. sign up 12 noon. Entry $10, $15 Pro. Marshall Creek Cycle Park. Info 214/270-3908.

TEXAS MOTOCROSS
Swan Motocross, Tyler TX. Exit 69 S from I-20, 2 mi. to CR 471, rt. 2 mi. & turn Lt. All classes, troph. to 5th, $1005 Ex. purse (15 rider min. per class), less than 15 riders — 100% p.b. Camping OK, split program, Nov. prac. 8:30 a.m., race 10, Ex. prac. approx. 1 p.m. Gate open all night —$5, entry $8, $20 Ex. Info 214/882-4215 (Bill Law).

ARRA ROAD RACE
Riverside International Raceway, Riverside, CA. All ARRA classes, Prac 7 a.m. for other info call ARRA: 805/966-5700.

NMA/YAMAHA GRAND NATIONAL SERIES
Indian Dunes, Cycle Park, Valencia, CA. I-5 to Hwy 126. 50-250cc, Minis thru 16 yrs., motorcycles thru 21 yrs. 30% troph., 100% Pro p.b.. Call for entry. Gate 6:30 a.m., prac. 8, race 9:30. NMA, P.O. Box 46, Norwalk, CA 90650 or call 213/868-8112.

SANDPOINT MOTOCROSS
Sandpoint, ID. 5 mi. N of Sandpoint. All classes, 30% troph., 100% p.b. for Pros. Natural terrain track, camping nearby. Watch $2.50, under 6, over 60 free. Gate 8 a.m., prac. 9, race 10:30. Info 208/263-4587 (Ernie Schoffel). Call before spring races in case of snow.

STURGIS SHORT TRACK
J.C. Hoel Short Track, Sturgis, SD. All classes, troph., 100% p.b. for Pros. Gates open noon except July 17 when they open at 5 p.m., race at 2 p.m. Entry $10. Jackpine Gypsies M/C. Info 605/347-5278.

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes, 2 motos ea. Cash p.b. to Pros, 30% brass to Sptsmn. Entry $12, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

TEXAS SHORT TRACK/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodome replica track. Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-3599 (Mike Kidd).

CMC MOTOCROSS
Carlsbad Raceway, Carlsbad, CA. All classes. Gates open 7 a.m., sign up 7-9, prac. 8-9, race 9. Entry $10, Pros $15. Info 714/557-3323.

D-36 MARYSVILLE MOTOCROSS
"E" St. Bridge Track, take Hwy. 70 to N. Bea Le Rd. (at S City Limit) go over levee on Shad Rd. All D-36 classes super trophies. D-36 rules, card, #s req. Gate 6:30 a.m., sign up 7, race 9. Entry $15, Pros + $5, watch $4, kids $2, children free. Info 916/695-2727 (Charlie Sexton).

June 30

RACE FLAT TRACK
Corona Raceway, Corona, CA. Off 91 Fwy. @ Buchanan St. btwn. Corona & Riverside. Half-mile & TT. 30% trophies, 80% Pro p.b. Gates open 5:30 p.m., prac. 6:30, race 7:30. Entry $7, Pros $10. Info 714/689-1913, 735-1705 (Elaine Jones).

July 2

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. Gates open 5 p.m., prace 7, race 8. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

WYOMING SHORT TRACK
Big Country Speedway Cheyenne, WY. I-80 to Central Av. S to speedway. Classes: 80cc, 125 A & B, Open A & B, Contingency awards to AM. 100% to Ex. Restricted rear traction. Gate $3, prac. 7-8 p.m., race 8. Entry $10 Ex., $7 Am., sign up $5. Big Country Speedway/Cheyenne Cycle Club. Info 307/635-5856 (Rex Wilson).

MOTORCYCLE JUMP
San Antonio, TX. 3 mi. S of Loop 410 on Hwy. 16, to be help with auto races. Jump will be over bed of fire 80 ft. long. Info call 512/924-5555 (Joe Reed).

July 3 & 4

OREGON SHORT TRACK & TT
Sunnyvalley Speedway, Grants Pass, OR. 15 N of Grants Pass. Take I-5 to Sunnyvalley Interchng. 1/2 mi. from intersect. toward Leland. Pee Wee thru 750cc classes + OT. Sign up 6-7 p.m., Sun. 10-11 a.m., prac. 7-7:30 p.m. Sat., 11-11:30 a.m., race 8 p.m. Sat., noon Sun. Entry $6 1st bike, $5 2nd bike, $7 lightweight money, $10 Pro money. Concessions at track, camp at track or KOA 1/2 mi. away. Southern Oregon Motocycle Assoc. Info 503/476-7405 wk. days, 479-6926 eve. & wk. ends.

CALIFORNIA CITY GRAN PRIX
California City, CA. 10 mi. off of Hwy. 14 N of Mojave. All classes. Vets, 0-175 classified, unclassified, 0-250 Pro on Sat., Srs. & Women, sidehacks, ATV/Ody, 250-Open Beg., 250-Open Am. & Ex. on Sun. Limed from Hwy. 14 & Cal City t/o. All Afilliatins OK. AMA/DRA pts., Gas available, free camping, spectating. First race at 8 a.m. ea. day. Entries close June 15. Entry $25, $35 post. Unclassified +2. Send Entry to: (Sat.) So Cal M.C., 2405 Mayfield, Montrose, CA 91020, (Sun.) So Cal M.C. 15233 Ardath, Gardena, CA 90249. Info 213/423-2646, 767-0667.

BARONA OAKS NMA/YAMAHA GRAND NATIONAL SERIES
Barona Oaks Raceway, Ramona, CA. 50-250cc, Minis thru 16 yrs., motorcycles thru 21 yrs. 30% troph., Pro p.b. Call for entry. Gate 6:30 a.m., prac. 8, race 9:30. NMA, P.O. Box 46, Norwalk, CA 90650 or call 213/868-8112.

MIDWEST NATIONAL HILLCLIMB
Heps Hill, Plattsmouth, NB. all sptsmn and semi-Pro classes. Troph. for sptsmn, 100% p.b. for semi-Pro. Concessions on grounds, music Sat. night. 1st ride Sat. noon, 2nd ride Sun. noon. Entry $10 per bike, $20 per bike Semi-Pro. Sign up 8 a.m. July 3rd. Cavaliers M/C. Info 402/296-6977 day, 235-2213 night.

NV CLOVER CREEK GRAN PRIX
Caliente, NV. Approx. 150 mi. N of Las Vegas on U.S. 93. All motorcycle classes — 3-whlrs stay home! 6x18 mi. laps, lots of water, mini GP on Sat., Big Bike timed start and run through town on Sun. Entry $17, $10 mini. Chargers West MC (MRAN pts.). Info 702/648-3237 (R. Chambers).

July 3

NATIONAL CHAMPIONSHIP OUTLAW SHORT TRACK
Ross Downs, Colleyville, TX. From Dallas take Hwy, 114 past DFW Airport to Hwy. 26, turn Lt 3 mi. From Ft. Worth take 820 to Hwy. 26, turn E 5 mi. 50cc thru 750cc Amateur and Pro classes. Trop. for Am., 100% + p.b. for Ex. Gate 5 p.m., prac. 6:30. Entry $8, $15 Pro. Info 817/488-9133 (Bob Bagwell).

AME NIGHT MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 5 p.m., prac. 7, race 8. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

CMC LITTLE OAKIE MOTOCROSS
Little Oakie, Madera, CA. 99 to Ave. 12, off to Rd. 29 N to Ave. 13½, E to Rd. 29½, N to track. All classes + 3-whlr. 30% troph., 100% Pro p.b. Gate 5 p.m., prac. 6, race 7. Entry $10, $15 Pro. Continental Motosports Club. Info 209/439-3322, 673-3146 (Pat Pipes).

July 4

TEXAS 50 MILE CROSS COUNTRY
Thurber, TX. Exit 367 off I-20. Go 1 & ½ mi. west on service Rd. Located between Fort Worth & Abilene. All classes, $300 Pro purse, troph. thru 5 places. Texas Cross Country Racing Assoc. party at track July 3rd @ 7 p.m. inc. mens leg and ladies swimsuit contest. Natural terrain course. Prac. July 3. Race 9 a.m. July 4. $2 camp., $3 gate fee $10 entry, $14 Pro, Nonmemb. + $2. Info 214/264-4994 (Harold Kendrick, 2114 Ballaway, Grand Prairie TX.)

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Gates open 7:30 a.m., sign up 8-9, prac. 8-9, race 9:30. Entry $10, Pros $15. Info 714/557-3323.

MONTANA YAMAHA PERPETUAL GOLD CUP
Stevensville, MT. 4 mi. E on Airport road off Eastside Hwy, N/E of Stevensville. All classes, $3,000 cash to Pros, $1,000 ea. class. 33% troph. to max of 8th place. Prac. 8 a.m., rac 10 a.m. Gate fee $4, entry $10 + gate, $25 + gate for Pros. Info 406/961-3331, 363-5620 (Jeff Kiewtz).

TULSA MOTOCROSS
Tulsa, OK. S of Tulsa Int'l. Raceway off Hwy. 169 N & N. 36th St. All classes, 33% trophies, 150% Ex. p.b. Gates open 8 a.m., prac. 9:30, race 11. Entry $8, Ex. 12, gate $4. Tulsa Area Motosports, Inc. Info 918/266-6136 (Rick McGhee).

OKLAHOMA CITY MOTOCROSS
Oklahoma City, OK. Intersection of I-35 & I-40, E-bound I-40 exit eastern, W-bound I-40 exit Reno. All classes, 6 trophies/class, 150% Ex, p.b. Gates opne 8 a.m., prac. 10, race noon. Entry $6, Ex. $10, gate $4. Info 405/732-0212 (Howard Musgrove).

KMC MOTOCROSS
Kleberg County Park, Kingsville, TX. Hwy. 77, 1 mi. S of town. All classes, 50% trophies to 6th, 100% purse. Entry $8, Ex. $12. Race starts @ noon. W. Bynum 512/592-6764.

D-38 MX/TT + SPEEDWAY & SHORT TRACK PRACTICE
Carlsbad Raceway, Carlsbad, CA. I-5 to Palomar Airport Rd., E 7 mi. to track. All classes, troph. to Am. Gates open 7 a.m., sign up, 8, prac. 9:30, race 11. AMA riders $9, Non-AMA $11. Carlsbad Events/AMA. Info 714/749-9552 (Cliff Carr).

CMMC MINI MOTOCROSS
Barona Oaks Raceway, Ramona, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Canyon Rd. 11 mi. New track, O/N camping, concessions, new Beg. class. Entry $10, yearly memb. $15. Sign up closes 7:30 a.m. sharp. Info 714/286-3095 (Roy Barnett), 440-7935 (Ken Johnson).

TEXAS MOTOCROSS
Mosier Valley MX Park, Ft. Worth, TX. All classes, no pit riding or late prac. $705 guaranteed Ex. purse. Prac. 8 a.m., 1st race 9, Int. & Ex. prac. 1:30 p.m. Entry $8, Ex. $10, gate $4. Info 214/245-4693.

AME MOTOCROSS
Sprockets Park, Bakersfield, CA. All classes, free O/N camping. Gates open 7 a.m., prac. 8, race 9. Entry $10, Pros $17 ($15 p.b.). Info 213/881-5778.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos & cash for Pros. 2 moots & brass for Sptsmn. Entry $10/$15 Pros. Gates open 7:00 a.m., prac. 8, race 9:30. Memb. req. 213/830-7519.

July 9

CRC INDIAN DUNES NIGHT MOTOCROSS AM SUPERCROSS QUALIFIER
Indian Dunes, Valencia, CA. I-5 to Hwy. 126. All classes inc. 4-stroke. Cash for Pros, brass for Sptsmn. Entry $12, Pros $15. Gate 5:30 p.m., prac. 7, race 8. Memb. req. California Racing Club. Info 213/830-7519.

COLORADO SPEEDWAY
National Western Arena, Denver, CO. I-70 & Humboldt. Races begin 8 p.m. Ticket at Select-a-seat, Glen Plues M.C., Tickets 303/935-3559. Info 477-5457, 935-3559, 477-9322.

July 10-11

OVER THE HILL GANG NATIONAL MX
Mulky ORV Park, McMinnville, OR. 3 mi. S/W of McMinnville on Hwy. 18. OTHG & OT classes + support & Pee Wees. (On Sat.) Camping, showers, concessions at track. Sat. night get together. Gate 6 a.m., prac. 7:30, race 8:30. Entry for OTHG & OT $30, $35 post. (3 motos per day) Support entry $15, Pee Wees $5 (100% troph.) Oregon Chapter Over the Hill Gang. Info 503/653-0615 (Nick Ragnone), 658-5614 (Mike Perry).

DUAL EUROPEAN SCRAMBLES
Victorville, CA. Hodge Rd. exit N of Victorville off I-15. All dez classes, sidehacks and 3-whlr. on Sun. Srs. & Women first race both days. Sat. start 9 a.m., Sun. start 8 a.m. Entry $23, $14 one day. San Gabriel Valley M/C. Info 213/644-4962 (Randy Jordan).

July 10

D-36 SHORT TRACK
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E to Hills Ferry Rd., left to track. Gates open 4 p.m., prac. 5, race 7. All classes, 75% Pro p.b. Entry $10 per bike, Pro $13. Spectator $4, 6-11, $1. Hotline Promotions. 415/489-6625 (Ken Birchfield).

July 11

PRO ROSARITO BEACH GRAN PRIX
Rosarito Beach, Baja California, Mexico. Pro, Jr. Pro, Nov. classes. Pros 70% p.b., Jr. Pro ride for contingencies Nov. troph. Entry closes July 3. Send 2 SASE & check to Pro, 15635 Brookhurst-Suite 10, Westminster, CA 92683. Memb. ($15) req. No prac. free camp. near beach, well marked course. Entry $50 Pro, $60 post, $25 Jr. Pro, $30 post, $20 Nov., $25 post. All entries must purchase $6 Mexican Ins. at sign up. Info 714/531-7158.

CMC/FACTORY RIDER ENSENADA 5000 MX
Ensenada, Baja, Mexico. In ranch 10 mi. N of Ensenada approx. 1 hour from Tijuana. All CMC classes, $2500 worth of gift certificates for sptsmn., $2,500 purse for Pros. Short prac. on Sat. 5:30-7 p.m. Gate Sun. @ 7 a.m., prac. 7:30, race 9:30. Pros at 12:30 p.m. Continental Moto-sports Club. Info 714/557-3323.

IDAHO YAMAHA GOLD CUP MOTOCROSS
Clarkia, ID. 80 mi. N of Lewiston on Hwy. 3. All classes, 30% troph. to Am., $3,000 Pro purse. O/N camping at track, no motels in Clarkia. Call 208/245-2545 for motel info in St. Maries. Prac. 8 a.m., race 10. Entry $10, $25 Pro. Fossil Bowl. Info 208/245-4940 (Butch).

D-37 MOTOCROSS
Sunrise Valley Cycle Park, Adelanto, CA. 2 mi. N of town on Hwy. 395. All classes, 50% Mini/Vet trophies, 50% cash p.b. to Vet Ex., D-37

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ON THE FRONT PAGE: The KTM 250/II XC does it all, whether playing or racing. Our impression begins on p. 28. Photo by Karel Kramer.

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VOICES

Please support D-37

District 37 is in desperate need of money for the Legal Defense Fund. The money is used to fight for more land to ride on and for motorcycle riders' rights. Everywhere you go, people say we need more land to ride on, especially some new land.

On June 6 the Lost Coyotes M.C. combined efforts with the Desert Wheels M.C. and NASA M.C. and put on a race at previously unraced Edwards Air Force Base. Truly a first and possibly the last. The Lost Coyotes advertised that they would donate their share of the profits to the Legal Defense Fund, and they prepared the race for over 400 entries.

How many enthusiastic supporters showed up Sunday? Eighty! How much profit would there be? Probably $0. I can not help but wonder what happened to all of the riders who want more riding areas and more money for the Legal Defense Fund.

GARY B. CHARTERS
Whittier, CA

In memorium: Bud Hare

Just after returning from a successful fishing trip in Guymas, Mexico, Bud Hare passed away from a heart attack on May 29. He was 69 years of age. He was buried in his hometown of Westminster, CA, June 5.

A pioneer in the motorcycle industry and the first Triumph dealer in southern California, Bud was more interested in racing Triumphs at the drags and at Bonneville and his bikes were usually seen in the winner's circle. They had a familiar rabbit outlined on the tank, symbolizing his last name. In the early days, Bud built and raced the bikes himself.

Later, he attracted some top-notch riders to race his equipment. Two riders were Bill Johnson and Jeff Gough. Bill set a record at the half mile drag at Riverside in 1960. He turned 148 mph on Bud's single engine 650cc Triumph Twin without the aid of a supercharger. This was a remarkable achievement at the time.

One of Bud's last adventures was to build and tune the fastest overall three cylinder 750cc Trident in a contest jointly sponsored by Triumph and BSA at Bonneville. This was in 1969. Jeff Gough posted a time of 169.331 mph while riding Bud's Trident. Gough was riding without the aid of a supercharger and beat some entries who were running them. Bud was willing to help others and at the end of the Bonneville Speed Week, 16 new 750cc Triumph records were set with Bud Hare's Trident leading the hunt.

One of the many modifications Hare developed for Triumph was a set of offset buttons for rocker arms, which instantly improved most early stock engines' times five to seven mph at the quarter-mile drag. Some of Bud's competitors nicknamed his equipment "crude but quick." Bud was one of the few who managed to put his ideas into motion and in the process, he put many records in books, both at the drags and at Bonneville. He will be missed by his many friends and those who admired his ability to get to the finish line first.

PAT OWENS & BILL JOHNSON
Temple City, CA

More on Wise

After discussions, arguments, etc., concerning Honda's "hot dog" motocross ride turned TT and Superbike champion, I have come to the conclusion that the exhibition shown in the Astrodome in February was and is the fault and responsibility of the AMA officials and the fact that the riders involved directly or indirectly with Steve Wise did not file a formal protest or complaint with the AMA about his actions.

For future motocross racers turned into "dirt track" rules: 1982 AMA Pro Dirt Track Competition Rule Book, Chapter IV — Rider, mechanic apparel — says, "Clothing: All clothing shall be of *leather* or of a material approved by the AMA."

The key word to myself and others is "leather." If the proven racers are going to have to tolerate motocross riders and their styles of "rough house" riding, at least we should be given enough consideration by these rookie riders and the AMA that they conform to the standards that myself and many other professionals have worked for for many years.

In the future, how about leathers for "dirt trackers" and their events. If you want to wear motocross clothing, then go to a motocross.

JOE D. JOYCE
Little Rock, AR

"Or other material approved by the AMA..." The AMA has approved nylon Joe, and a referee bulletin sent out earlier this year allows for long-sleeved nylon jerseys at AMA dirt track events. And Wise wasn't the only rider who dressed that way at Houston. Dirt tracker Rod Spencer also opted for MX garb there...Editor.

Unsung D-37 hero revealed

I am writing this letter because of a matter that was overlooked — how I don't know. This is a picture of an almost fatal crash at Corona's triple header (April 25, 1982). The rider is Don Meiner. Not too serious, though — unconscious approximately three minutes, concussion, ruptured spleen and liver, double hernia, cracked ribs, many muscle tears and cuts.

The thing that's amazing is he is one of the most well known District 37 riders around, 12 years to be exact. I don't know of another rider like him. He is 30, married for 10 years, has three children and still likes to dice it out with the riders.

Just to show you his love for the sport, fresh out of the hospital he went to Corona's next triple header and took second in the short track, TT and half mile! I couldn't believe it. He's very special to racing as far as I'm concerned.

Now if that's not enough, check this out: He raced again at the Dinosaur TT at Ascot Park May 23. He crashed into the haybales on lap four of his heat race. He won his semi by a quarter lap. In the 16-bike main event field, he almost looped it on the start and was last into the first turn. Guess what? First at the finish. Now that's incredible. He rode his T-R Cycle-tuned 500 like a Pro.

Don Meiner is one of the finest people around the D-37 racing scene; just ask anybody. My name isn't important; I'm speaking for a lot of people. We don't think a small apology or small paragraph could possibly hurt after what he's done for the good of racing.

NAME WITHHELD BY REQUEST

Published letters do not necessarily reflect the position of Cycle News, Inc. Send letters to Voices, Box 498, Long Beach, CA 90801.

pts. Free O/N parking. Gates open 7:30 a.m., race 9:30. Info 714/245-7339.

DE ANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. E of Riverside on Hwy. 60 to Theodore off ramp. All classes, 30% same day Sptsmn. trophies, 100% Pee Wee trophies. Entry $9, Pros %13, non-memb. add $2. Memb. not req. Gates open 6 a.m., prac. 8:30, race 9:30. Everybody goes 2 motos. Free camping, park open 7 days. Info 714/653-8068, 5840, 7979.

D-36 TT
Hills Ferry Speedway, Newman, CA. I-5 to Newman exit, E. to Hills Ferry Rd., left to track. Gates open 9 a.m., prac. 10, race 11. All classes, 75% Pro p.b. Entry $10 per bike, Pro $13, Spectator $4, 6-11, $1. Hotline Promotions 415/489-6625 (Ken Birchfield).

OAK HILL MOTOCROSS
Oak Hill MX, Alvord, TX. Between Decatur & Mt. Zion Rd. All classes, split schedule, trophies to 5th, 150% Ex. cash p.b. by moto & overall. 5 rider/class min., oversize classes will qualify to 1 class. Free O/N camping, Texas Emergency Serv., concessions, electric hook-ups ($5/weekend). Entry $8, Ex. $10, gate $ 4. Info 817/427-4771.

OKLAHOMA MOTOCROSS
Motorcycle Raceways, Inc., Oklahoma City, OK. Btwn. I-40 & I-240, exit S. Douglas to S.E. 59th, turn E. All classes. Gates open 9 a.m., prac. 10:30, race 11:30 or 12. Info 405/681-9492 (Tommy Newman).

JUNIPER MOTOCROSS
Juniper MX, McAlester, OK. Tulsa Turnpike (75) N on 69 (not Bus. 69). Exit 113 to E. All classes, trophies through 6th, 150% Ex. p.b. Sign in 8 a.m., prac. 9-10, race 10:30. Entry $8, Ex. $15, gate $4. Info 918/426-4533 (McAlester Kawasaki).

TEXAS SHORT TRACK/TT
Mike Kidd Ranch, Boyd, TX. From Ft. Worth take Hwy. 199 N to FM730 N, then to FM2048 W & follow signs. Astrodome replica track. Mini thru Open classes, Am. & Pro, plus 3-wheelers (TT only). Gates open 10 a.m., prac. 11:30, race 1 p.m. 817/433-5599 (Mike Kidd).

CRC MOTOCROSS
Saddleback Park, Orange, CA. All classes inc. 4-stroke, 2 motos ea. Cash p.b. to Pros. 30% brass to Sptsmn. Entry $12, Pros $15. Gates open 7 a.m., prac. 8, race 9:30. Memb. req. Info 213/830-7519.

CONROE MOTOCROSS
Conroe MX Park, Conroe, TX. 3 mi. S of town to San Jacinto River. 60-Open, trophies or gift certificates to 8th in Nov. classes. Concessions, showers, bathrooms. Split schedule: prac. 8 a.m., race 10, Int./Ex. race 1 p.m. Entry $8, Ex. $15, gate $4. Info 712/756-4114 (Conroe Suzuki), 273-2336 (track).

AUSTIN MOTOSPORT RACEWAY MOTOCROSS
Take IH35 or Hwy. 290 to Austin, TX. U.S 183 S to Smith Rd. (S of Motorola plant) Take Howard Rd. for 1/2 mi. Watch for signs. All classes + 0-30, 0-40, Beg., ATV, Ody. 50% troph. thru 5th. 200% Ex. p.b. Concessions, free camping and fishing. Split sched., Nov./ATV/Ody sign up 7, prac. 8, race 9 a.m. Int/Ex sign up noon, race 1:30 p.m. Gate $5, under 8 free. Entry, ATV/Ody $5, Am. $10, Ex. $15. Info Rocky French 512/443-7627 or 327-5254.

Road Runs

June 18-20

FOUR CORNERS RALLY
Hermosa Meadows Camper Park, Durango, CO. 7 mi. N of town. Sponsored by United States Norton Owners Assoc. Group ride over Million Dollar Hwy., tech sess. with Brian Slark, field events, door prizes, Award banquet w/ C&W food and entertainment. facil., campsites next to Animas riv., camp store & laundry, toilets & showers. Singles $25, couples $35, child over 8 $10, under $7. Send check or MO to: Lyle Schall, 7623 N. 13th St., Phoenix, AZ 85020. Info 602/861-2320.

June 20

PALOMAR MTN. RIDE
Garden Grove, CA. Leave from Southland Cycles, 8141 Garden Grove Blvd., Garden Grove, CA. at 9:30 a.m. (Prompt) All brands of bikes welcome. No entry but bring money for food & gas. Info (days) 714/893-5091 (Jim).

July 10-11

CBX OWNERS ROAD RALLY
Laguna Seca Raceway, Monterey, CA. Award for long distance. Organizational meet for Northern CA chapte. No entry fee. International CBX Owners Assoc. Info 602/897-1611 (Stan Carpenter).

July 24 & 25

ROAD JAMMERS NORTH CROSS RALLEY
Winthrop, WA. Poker run, pins, bars, troph., dance, free beer to over 21, Harley leathers given away, free camping. Entry $15, save $5 if registered before July 1st. contact Road Jammers M/C, 3000 E. Sunset Dr., Bellingham, WA 98226. Ph. 206/734-4456.

July 31

D-20 MIDNIGHT MOONLIGHT MADNESS NIGHT, LIME, POKER RUN
D/FW Honda, Bedford, TX. Starts at D/FW Honda, 1839 Airport Fwy., Bedford, TX. Ends Will Rogers Complex, Ft. Worth. Good prizes inc. Honda Express, run pins to first 1000 if entered by 7/15/82. Sign in 8 p.m., 1st out 11 p.m. Entry $8.50, $9.50 post. Mail entry to CCFW, P.O. Box 7220, Ft. Worth, TX. 76111. Info 817/281-8628 (Richard), 589-2388 (Newell).

THE ACCEL EAGLE HAS LANDED.

FREE CALENDAR LISTING

Calendar listings are a free service. Please type or legibly print **all** information asked for and mail the blank or a fascimile thereof to: Cycle News Calendar, PO Box 498, Long Beach, CA 90801. All listings must be received by noon Thursday to appear in the following week's Cycle News. No phone calls, please; we can only accept items in writing. You may include an event flyer in addition to the Calendar blank.

Event date: _____ Type: _____

Location/directions: _____

Sponsoring club/promoter/sanction: _____

Classes/trophies/purse: _____

Additional info: _____

Gate/practice/race times: _____

Entry fees: _____

Your name: _____ Phone number for info (with area code): _____

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WANT ADS

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Experienced 2 Stroke Engine Builder Needed!
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Sales Reps Wanted
Aggressive M/C distributing company wants hard working sales reps. You must now be selling to M/C shops and want to add to your line. (800) 854-1060 or (714) 747-1058. (218/TFN)

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Shipping/Receiving Clerk
Honda Performance parts manufacturer in North Hollywood needs efficient shipping clerk. ONTARIO MOTO TECH CORP. (213) 766-7101. (123)

Yamaha Mechanic Wanted
Experienced Yamaha mechanic with knowledge of service writing. Call Art at FOOTHILL YAMAHA (213) 352-3277. (223/24)

Motorcycle Tire Changer Needed
For motorcycle accessory shop. Experience not required, we will train. Laid back person need not apply. Call Tom or Ronda (714) 734-2710. Victorville, area. (223/24)

Experienced Yamaha Counterman
Call Art at FOOTHILL YAMAHA (213) 352-3277. (223/24)

Honda Mechanic
Orange County's fastest growing Honda dealership is accepting applications for commissioned mechanic with a minimum 5 years dealership experience. Excellent benefits, contact Hal, HONDA WEST, Santa Ana, CA. (714) 531-0742. (223/TFN)

Salesperson Needed
for motorcycle accessory store. 1-2 years retail parts experience required. Excellent opportunity for the right person. Call Tom or Ronda (714) 734-2710 Victorville area. (223/24(

Business Opportunities

Southwest Dealership
Two major franchises, Turn Key operation, business $145,000, building $465,000. Will sell separately. For information HALL AND FENN REAL ESTATE, 518 Old Santa Fe Trail, Santa Fe, NM 87501. (505) 988-7597. (123/24)

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Excellent location with established customers. 3 major European bikes, $300,000 plus gross last year. Other business interest necessitates sale. Bakersfield, CA (805) 324-6266. (222/24E)

1959 TRIUMPH T-100: Very sharp, restored, cheap. $1,200. Wisconsin (715) 834-1716. (123/24E)

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New condition, extra springs and valves, complete with triple clamps and axle. Fits Yamahas. $200 firm. (813) 294-4835. (123/24E)

Bultaco/Laverda Collectors
Three Bultaco Metrallas, fair to excellent condition, one 1970 Laverda 750cc with many spares. Best offers. Chicago area. (312) 593-4255. (123/24E)

30mm MIKUNI CARBS: For RD400, $125. (715) 344-1193 after 10 p.m. Wisconsin. (123)

FOR SALE: TZ250F frame complete and rolling or bare. (312) 541-1000 days. (123/26E)

SHELL 750 YAMAHA MOTOR: Fresh, ready to run, $350 OBO. (716) 377-7685. (323/24E)

XR500 Dirt Tracker
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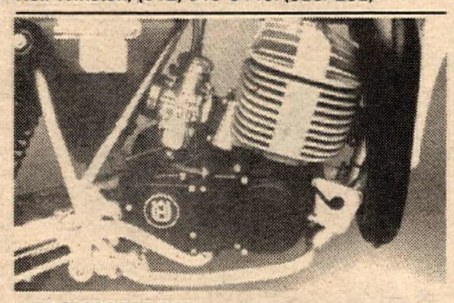

FROM 250 TO 500 we have many good values in high quality new and used bikes. Eg. 1981 430CR, $1295/1980 Maico 440, $995/ BILL SALTZMAN MOTORCYCLES (213) 337-6811. (123/24)

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Excellent condition, fast, reliable, 1½ seasons on bike, Lockheed brakes, Shepp swingarm, Lectrons with spares. Call, make offer, after 4:30 p.m. (203) 655-6801. (123/26E)

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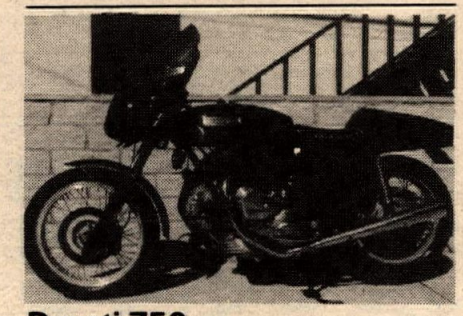
Big bore motor complete. Cases, crank, piston 4630. Carrillo rods, new barrel, 5120, 5180, White Bros. & Lawwill cams. SR crank, other parts, best offers. Neil Winston, (612) 645-8443. (323?25E)



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European model! One of a kind, from personal collection of GM styling head Bill (Stingray) Mitchel, super trick, custom cafe racer, extremely fast. ONLY KNOWN 750 electric start, has been featured in several shows and publications worldwide. Hardly ever used, $5,000 OBO. Steve (714) 645-1879 or (714) 645-4700. (123)

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(213) 427-7433

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2800 original miles on 1974 Interstate 850 Commando stored 6½ years. Best offer. (209) 533-1978. (123/24)

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Metzelers, White Bros., very clean, $1500.00. (714) 970-2750 (123/24)

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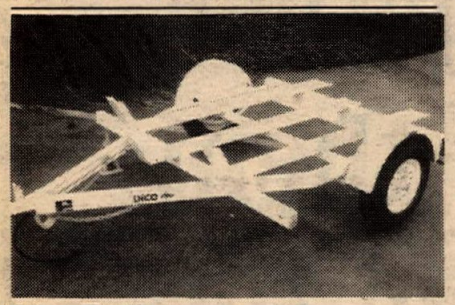
For experienced porting, polishing and flow testing, or repair of damage. Call ENGINE DYNAMICS at (707) 763-7519. (223/25/EOI)



Dico Trailers
Cycle Jet-Ski ATC Buggy. auto, new! Enclosed 12 to 28 foot trailer, finest quality and design. Huge trailer and off road center. Open 7 days, Anaheim. (714) 956-2950. El Cajon (714) 449-8282. (223/26)

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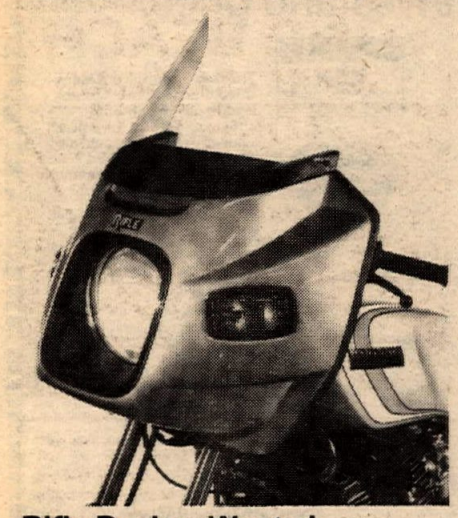
Almost new, ridden 5 times, excellent condition. $1,599.00 or best offer. (805) 486-2129. (123)



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Excellent condition, ports matched, extras, $850. Scott boots, red & yellow, med. shell, $65. (213) 836-8075. (323/24)

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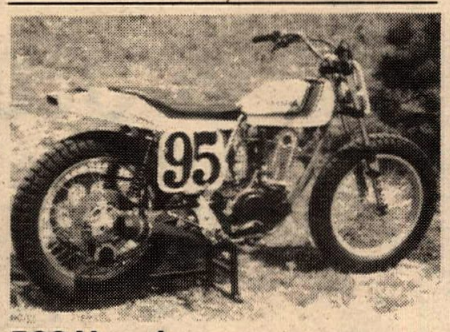
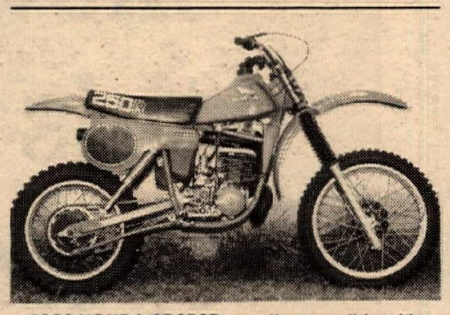
Godden center ports, completely fresh, new pumper. Race ready! Serious inquiries PLEASE! $2,000. (213) 459-4741. (123/24)



500 Yamaha
Boss frame, Lillie engine, Delorto C/R 5th, ½ mi. TT race ready, $3200 OBO, (303) 598-5673. (323/25)



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1975 HONDA CB550, 12K mi. $1,000. OBO (714) 991-1058 after 5 p.m. (123).

78 YZ Yamaha 250E $575.00
Clean and runs strong, spare stock Barrow head. Clutch complete and more after 4:00. (714) 757-1454. (123)

'79 IT400F $750
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Kawasaki KZ100R1 in stock and ready for immediate delivery! KAWASAKI CENTRAL in Oxnard. Only an hour's drive from L.A. check it out! (805) 486-6303. (123)

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June 21-25 Oklahoma City. June 21-25 Chippola, Greensburg, LA. July 19-23 Springfield, MO. Aug. 2-6 Fernlee, NV. Aug. 9-13 Dixon, CA. Aug. 16-20 Washougal, WA. Aug. 23-27 McLeary, WA. Aug. 30-Sept. 3 Saddleback Pk. Aug. 30-Sept. 3 Indian Dunes. Call (714) 980-3212 or 980-5551. (223/TFN)

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One thousand dollars will buy this nearly new (only 10 miles) Suzuki showroom perfect. Days Walt (714) 630-6891. (123)

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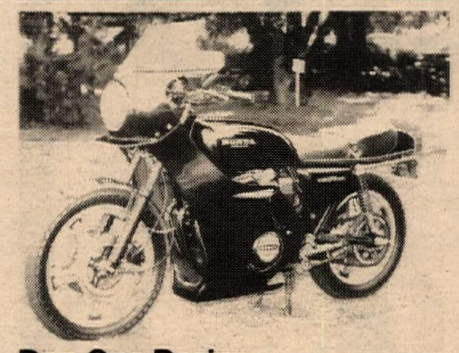
For 80-81 YZ465 or 250 4130 chromoly complete with swingarm, airbox seat, rear wheel with backing plate, footpegs, side panels, axles, must sell fast, need money for Mammoth $350.00 or Best. (714) 447-1938. (1253)



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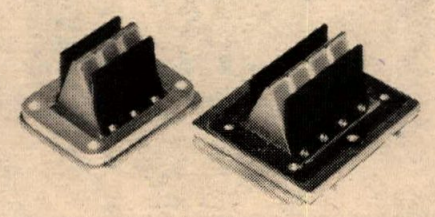

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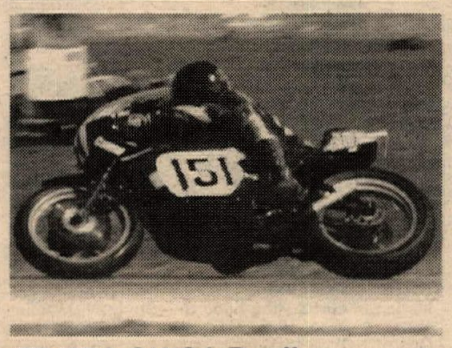

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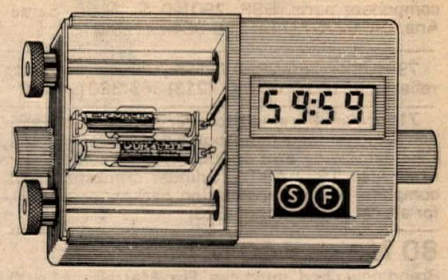

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Fast and in good cond. New bore, clutch and clutch springs, White Bros. susp. front and back, Boyesen Reeds, Ceet safety seat and tank cover, $650 O.B.O. (714) 527-1774. (123/24)

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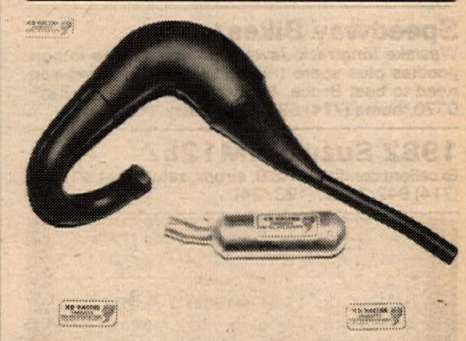

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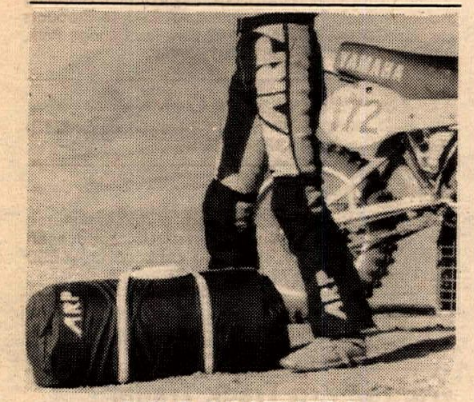

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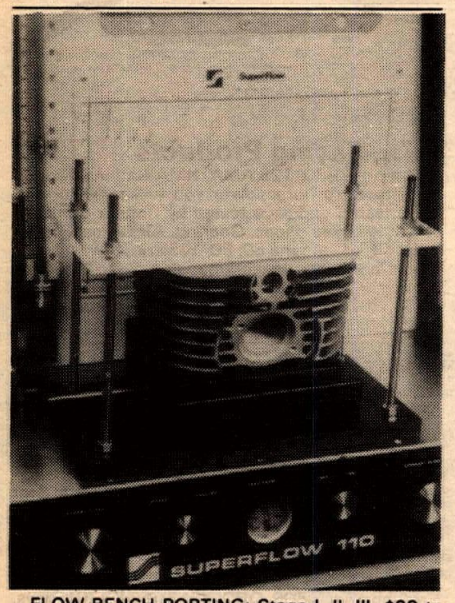

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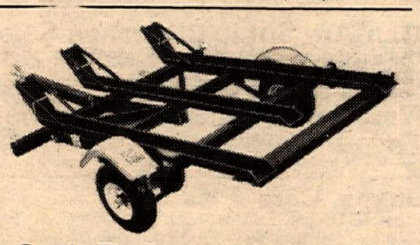

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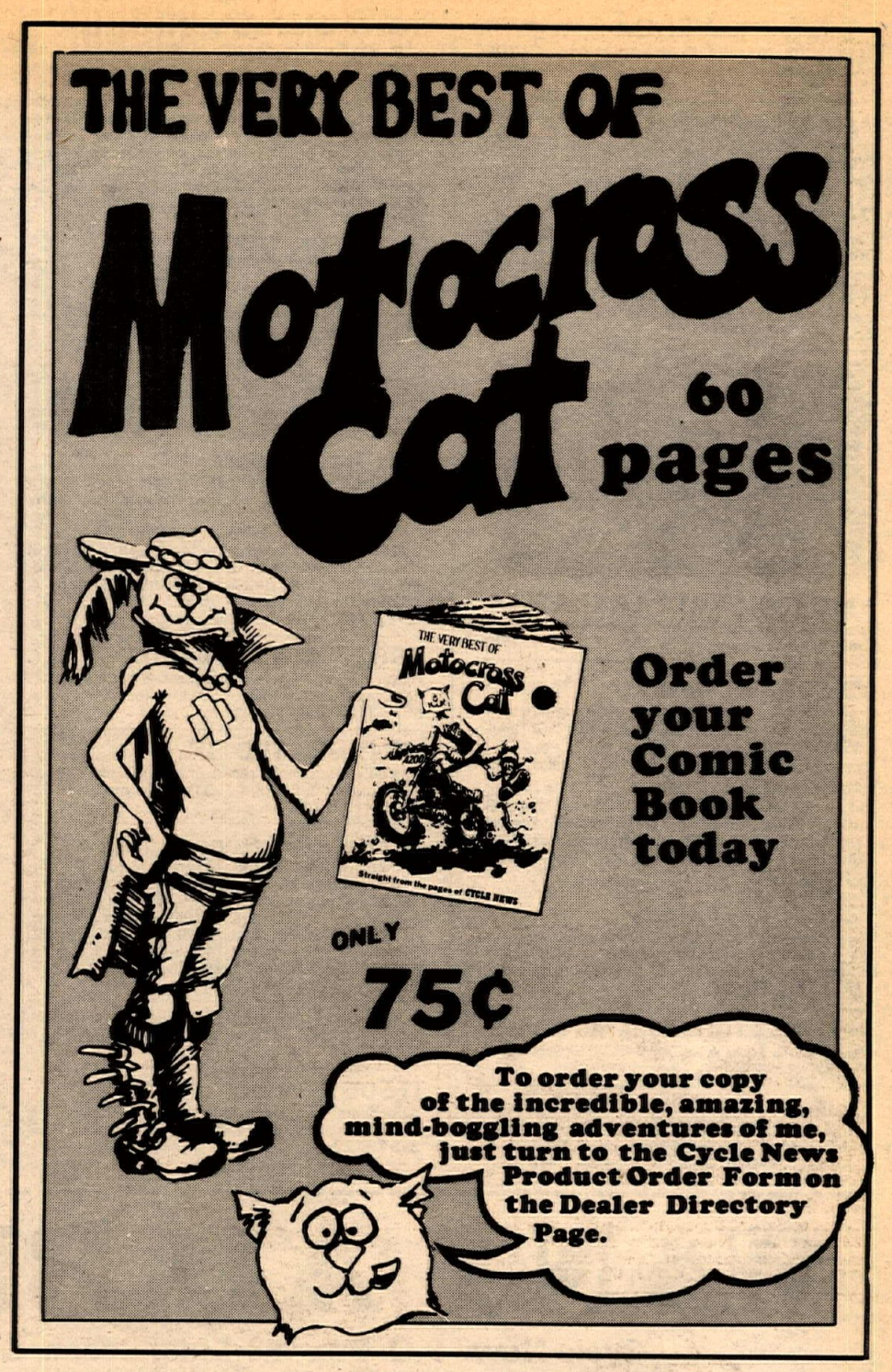

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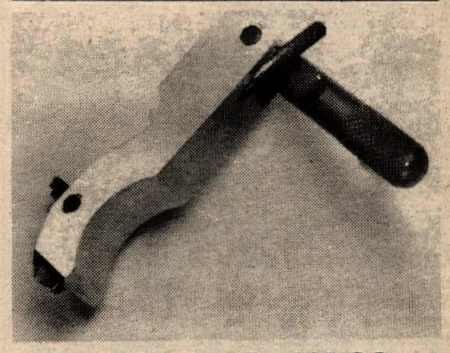

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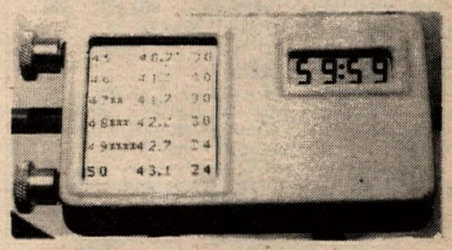

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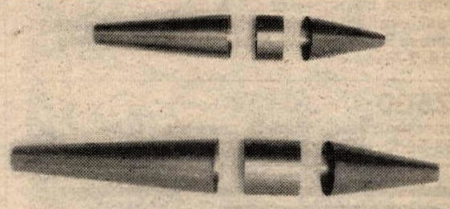

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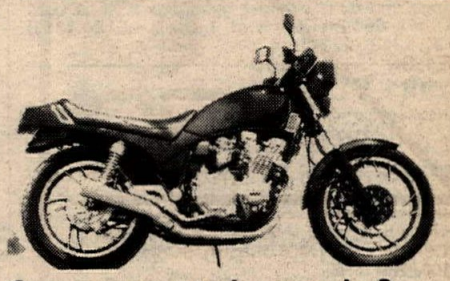

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Rising Rate, Fox Forx, port matched and polished by DG. White Bros. Boost Bottle and shock mods, Answer bars and silencer, new Metzelers, Ceet seat, Gunnar Gasser, Terrycables, and more. $1300. (213) 767-4353. (122/23)

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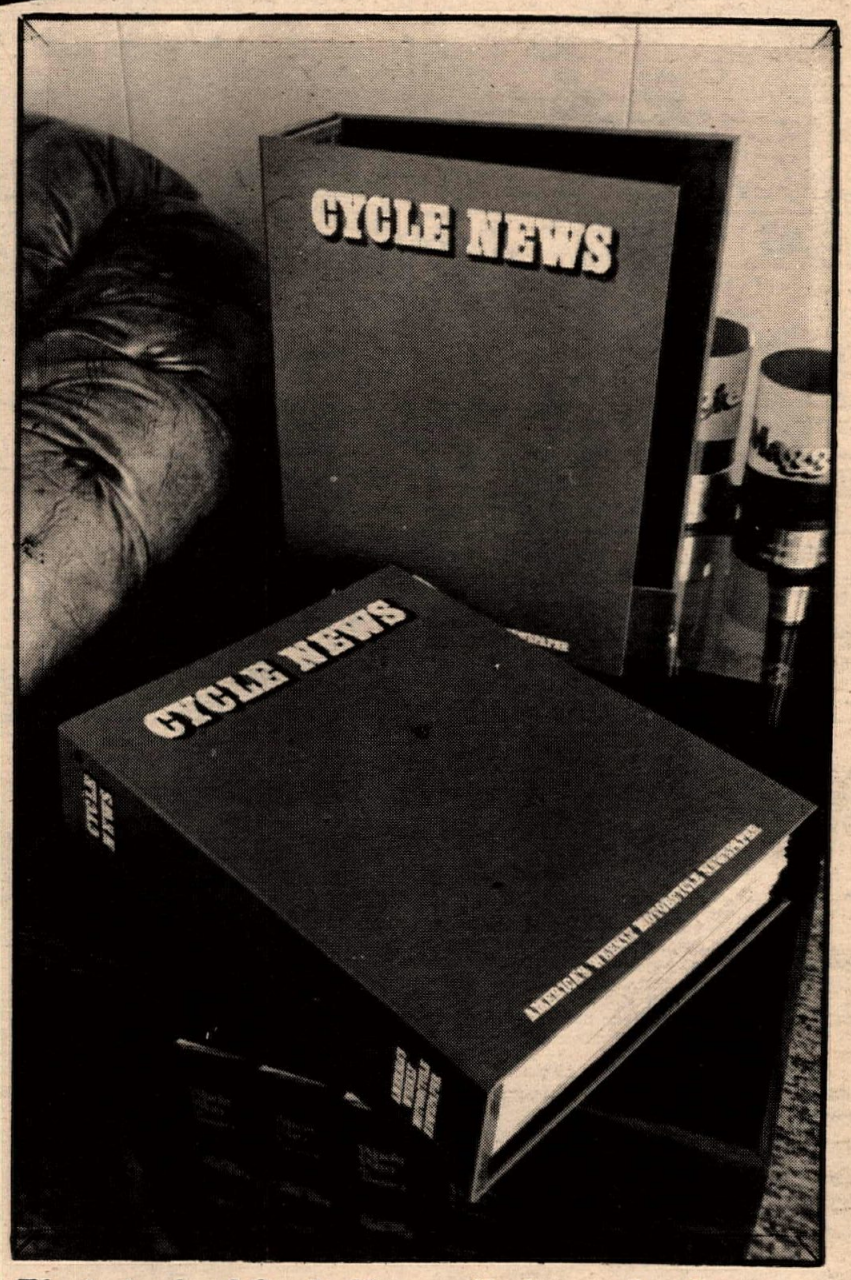

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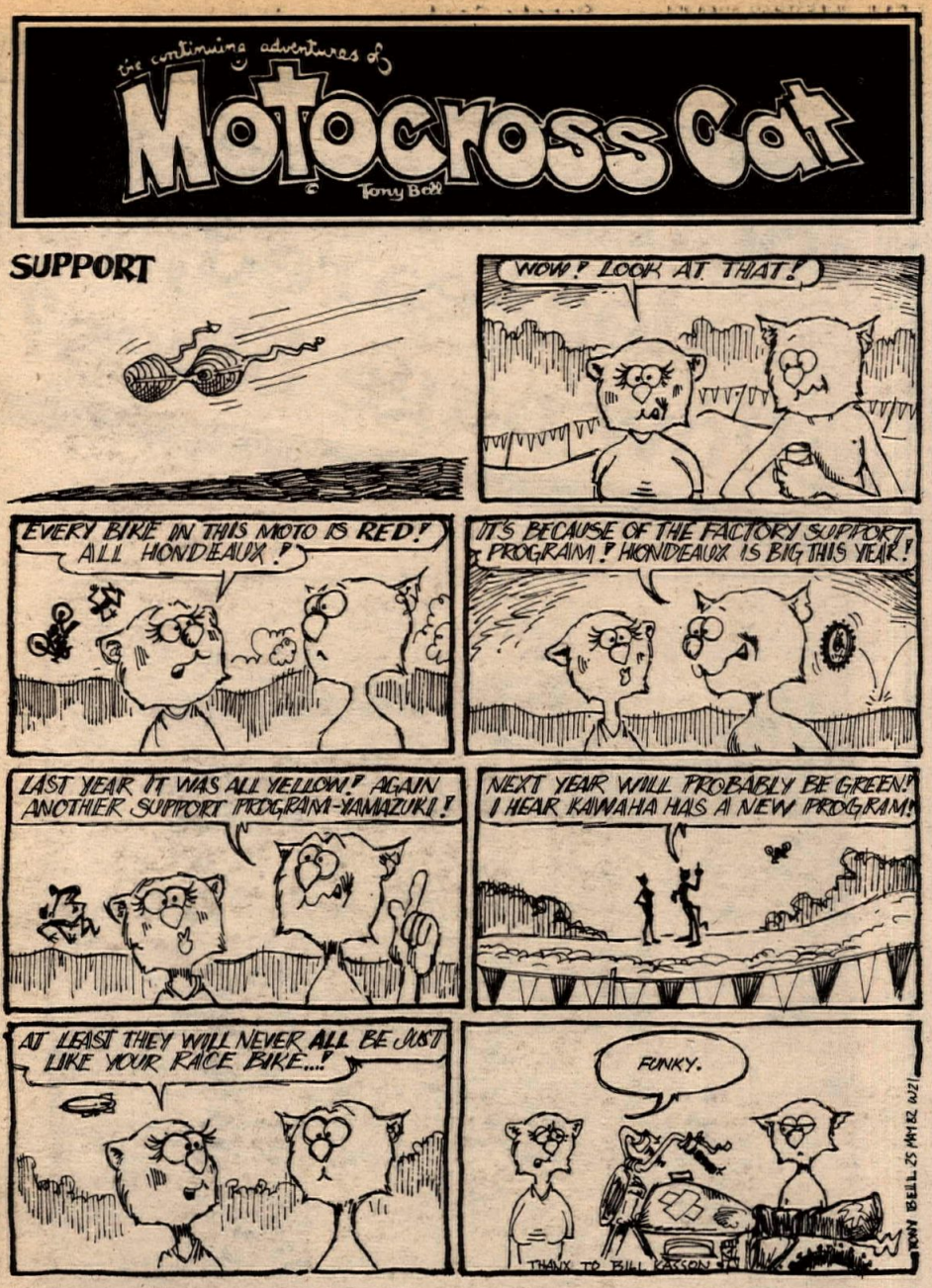

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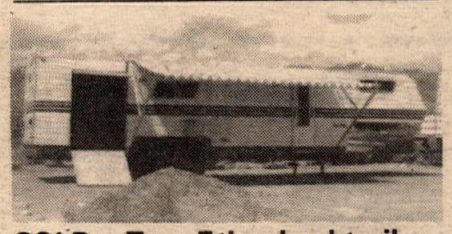

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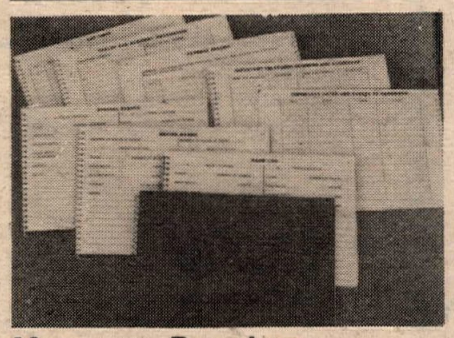

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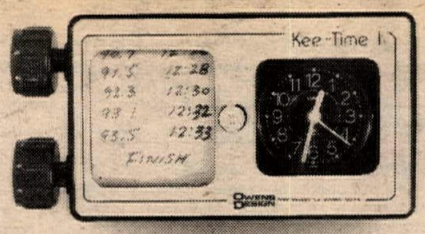

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Turbo Kawasaki fast & reliable

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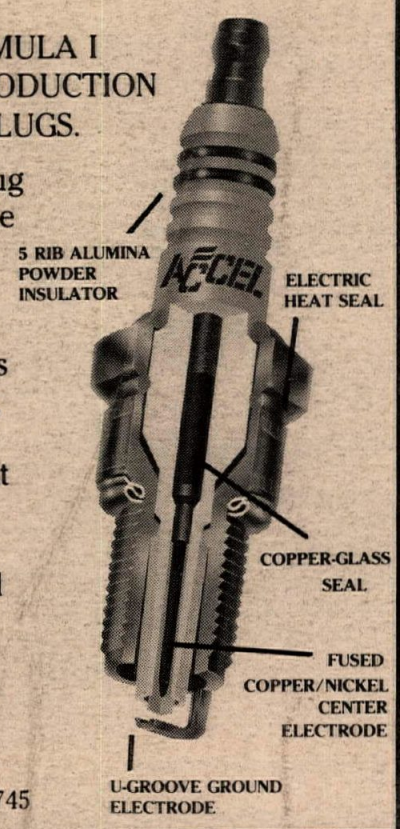

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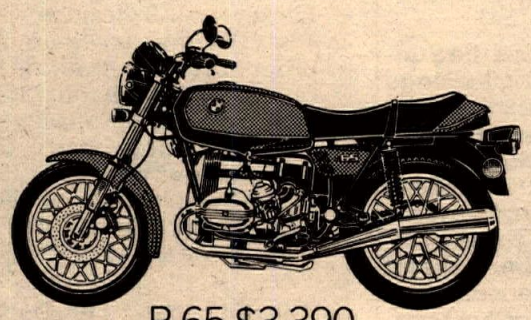
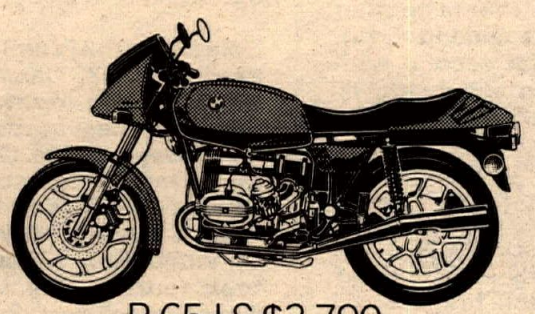

R 65 $3,390.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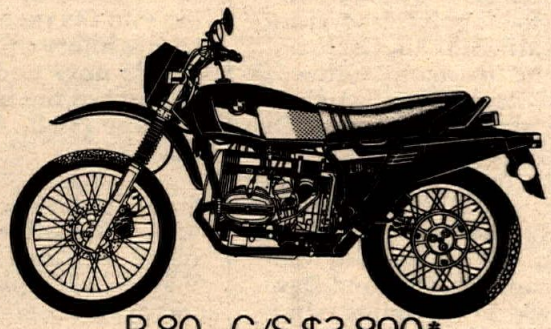
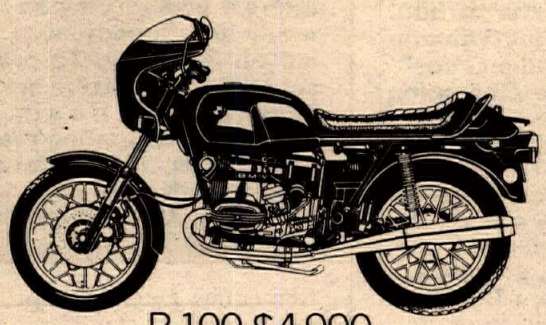
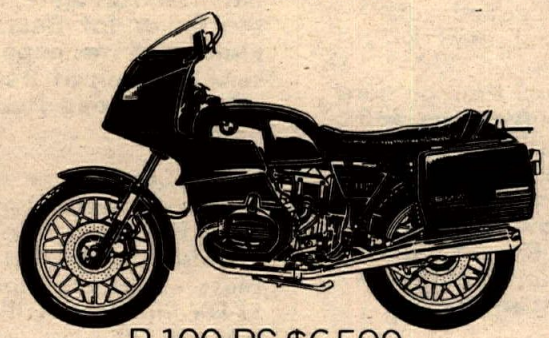

R 80 G/S $3,890.*


R 100 $4,990.


R 100 RS $6,590.

R 100 RT $6,890.

BMW prices effective April 17, 1982. All prices shown are manufacturer's suggested 1982 retail prices. Actual price will depend upon dealer. Price excludes applicable state and local taxes, shipping and destination charges.
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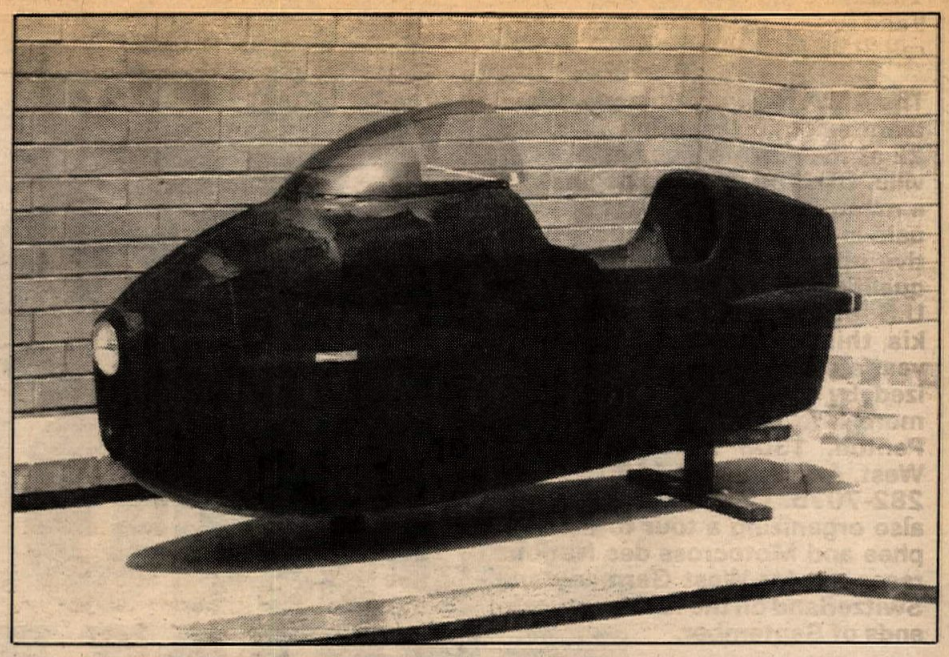
THE LATEST POOP BY PAPA WEALEY



This is the first mock-up of the U.S. Suzuki/Don Vesco streamliner that will be entered in the Craig Vetter National High Mileage Contest on July 10. The final version will be powered by a GN125 four-stroke engine. Suzuki personnel warn against seeing anything like this in next year's Suzuki line-up; it's simply an engineering exercise.

AMA makes sweeping changes in Nat'l MX program

WESTERVILLE, OH, JUNE 4

Mike DiPrete, director of professional racing, has announced the AMA will offer a totally revamped National Championship MX program in 1983. Heading the list of changes will be a Grand National MX Championship Series which will see 250 and 500cc "outdoor" events and stadium events awarding points leading to one rider being crowned the Grand National Champion.

Only the 125cc class will see a National Champion crowned as in the past, but after having won that title a rider will no longer be eligible to compete in that class. In addition, the claiming rule has been reinstated for the '83 125cc National Championship MX Series.

Rider eligibility requirements will be changed for '83, and DiPrete said a "meaningful" Regional Championship Series will take place.

"When we split the classes a few years ago, we split the good riders," said DiPrete. "Spectators want all the good riders together, which will help the outdoor promoters. There will be 28 motos run in the combined 250/500 program. Only the best 20 will be counted towards the championship, so a privateer will have a chance to score all his points without traveling to races too far from home.

"A 125cc (support) class will run with each National round, and a $3,500 claiming rule will be in effect in that class. Once a rider wins the 125cc #1 plate, he must ride the Grand National Championship the following year. Only Expert ranked pros can ride the Grand National Championship, so Novice pros will be riding the Regional MX Series to attain their Expert ranking. That will help the Regional program to grow."

Honda's Andre Malherbe won the June 13 round of the 500cc World Motocross Championship in West Germany, but American Brad Lackey (Suz) held on to his points lead with a second overall. Hakan Carlqvist (Yam) won the first moto, followed by Malherbe, Lackey, Neil Hudson (Yam) and Andre Vromans (Suz). Of note was Lackey's performance, as he fell in the race, restarted in 20th, and still finished third. In the second moto it was Malherbe, Lackey (who started 15th and almost passed Malherbe), Vromans, Hudson and Dave Thorpe (Kaw). So the point standings going into the June 20 Datsun USGP of Motocross at Carlsbad are: Lackey (126), Malherbe (121), Vromans (104), Hudson (95), Graham Noyce (88), Thorpe (76), Jean Jacques Bruno (51), Carlqvist (48) and American Gary Semics (45), the leading privateer on the circuit.

American Danny LaPorte (Yam) and Kees Van der Ven (KTM) split moto wins and runner-up finishes at the June 13 250cc World Motocross Championship round in England. In the first round it was Van der Ven, LaPorte, Dave Watson (Yam), Georges Jobe (Suz) and American Mike Guerra (Hus), while LaPorte won the second moto over Van der Ven, Henk Mierlo, Watson and Guerra. There was no official word on the overall winner (decided in Europe by elapsed time) at press-time. Jobe, the point leader coming into the race, suffered another elbow injury in the second moto, and is now tied for second with LaPorte in the points, behind van der Ven (118). LaPorte and Jobe have 116.

Gary Pustelak will be out of action for a while following a spill in practice at the Castle Rock MX National that broke his collarbone. While doctors at the hospital told him it would take six weeks to heal, Gary returned to the track to spectate and said, "No way; I'll be back in three weeks."

Foresight, perhaps? Premonition? Wishful thinking? After the racing was done at Castle Rock, a few folks in the Honda camp, including Donnie and Lisa Hansen, were sporting brand new white T-shirts that read, "#1, Donnie Hansen, 1982 AMA National 250cc MX Champion," front and back.

The AMA Board of Trustees met in Milwaukee, Wisconsin, on May 24. They discussed and approved a proposal by the AMA government relations staff to take a stronger position against excessive off-road motorcycle noise by implementing consistent noise rules for all appropriate types of AMA sanctioned competition beyond the mid-1980s. As of January 1, 1984, the following decibel limits, measured at 20 inches by the SAE 1287 method, will be enforced: Professional and amateur MX - 100 (+2) dBA; enduro, ISDE, and trials - 98 (+2) dBA. As of January 1, 1986: Professional and amateur MX - 90 (+2) dBA; enduro, ISDE and trials - 96 (+2) dBA.

Joe Folgore (Suz) ended Terry Vance's (Suz) long running string of NMRA Pro Stock victories during the NMRA portion of the June 13 NHRA Springnationals drag race at Columbus, OH's National Trail Raceway. Folgore turned in an 8.83 second, 149 mph run to win over Vance's 8.80/148.51.

The June 12-13 IDBA Sunshine Nationals drag race at South Carolina's Darlington International Dragway saw Sam Wills (Kaw) and Johnny Sands (Hon) take Top Fuel and Funny Bike wins, respectively. Dave Shultz topped the Pro Stock ranks on a Kawasaki two-stroke triple. "Superbike Mike" Keyte was on the losing end in Pro Stock, but went home with IDBA ET and mph records at 8.73 seconds/182.02 mph.

Dale Singleton (Yam) won the Sunday, June 13, Castrol Challenge Road Race in Montreal, Canada. The bike race was run as a preliminary event to the Canadian Formula One GP car race. Canadians Steve Gervais (Yam) and veteran Yvon DuHamel (Kaw) finished 2-3, while Rich Chambers (Yam) took fourth. "My sponsor, Carl Bouckaert of Beaulieu of America, flew in and brought John Michaels, the buyer for Sears, with him. Elmer and me hope my winning sells a bunch of Beaulieu rugs!" said U.S. Road Race Champion Singleton.

Having your name on the side of every Harley-Davidson didn't help John Harley, Jr. when the Harley-Davidson Motor Co. laid off employees recently. John, grandson of H-D co-founder William Davidson, has spent the last seven years as a technical writer at H-D. "I thought they might keep me around because of who I was, but recession knows no prejudices, I guess," said Harley after he received word that he was being laid off.

Evel Knievel is back in the news again. A major beer producer is sponsoring a series of wheelie contests and according to press reports, anyone who can wheelie better than Evel will collect $10,000. While details of how the contests will be run is sketchy, we wonder if the backers have ever seen Doug "Wheelie King" Domokos do his thing.

Elsewhere in this issue is an interview with National Motorsports Association founder Ron Hendricksen. While Hendricken's son Kurt gained some notoriety as a minicycle star, it's Ron's daughter Laurie who's making the sounds these days. She's a member of the female rock group The Go Gos, whose *Beauty and the Beat* album went gold or platinum earlier this year. Hey, Papa's got the beat but his lips aren't sealed!

Kawasaki will be posting contingency award prize money for NMA and AMA National Champions who win their class(es) at Ponca City or Hurricane Mills, respectively, on a Kawasaki. The winners will receive a $500 savings bond, and $500 cash will go to the rider's parents, legal guardian or tuner.

America's MXGP points leader, Brad Lackey, will be featured on the San Jose TV program *Sport Talk*. The program, to be taped June 17 for telecast June 20 on Channel 36, has a live audience seating capacity of 80, and those are being offered on a first-come, first-serve basis at 1536 Kerley in San Jose. If you're unable to make it in person, double check local listings for the air time.

The July 10-11 Laguna Seca road race will have a classic and special interest bike display on both Saturday and Sunday, with a parade lap on Saturday. To prepare the schedule, organizers are requesting that those interested in participating pre-enter to Mike Lewis, 10200 Nevada Ave., Chatsworth, CA 91311. Or you can give Mike a call at 213/882-4489.

Remember Peter Lamppu, the Montesa motocross standout for so many years? Well, Peter's lovely wife Judy is now a singer/songwriter, and she and the Doo-Wah Riders will present "An Evening of Originals" on Thursday, June 24, at the Valley West Concert Club, 19657 Ventura Blvd., in

Tarzana, CA. Performances will be at 9 and 10:15 p.m., and for reservations call 213/342-7166.

The AMA has scheduled an ISDE team selection meeting for June 22 at the AMA offices in Westerville, OH. The meeting begins at 9 a.m. and is open to those individuals interested in providing positive input toward the selection of a qualified team to represent the U.S. in the ISDE in Czechoslovakia this September. Also, this year's official tour will be organized by Champagne Travel. For more info on that, contact Gigi Penton, 1305 Northridge Road West, Amherst, OH 44001, 216/282-7075. Champagne Travel is also organizing a tour to the Trophee and Motocross des Nations races set for West Germany and Switzerland on the first two weekends of September.

Guenter Gmelin of Cycle West in Van Nuys, CA, called Papa the other day to say that he and Rocky Williams will be twirling wrenches for Maico riders Mickey Kessler, Andy Stacy and Gary Pustelak at the June 20 USGP at Carlsbad.

Los Angeles Trade-Technical College will feature a motorcycle repair mechanic class as part of its summer school program. The program runs June 21 through July 30 four nights a week, and head instructor Pat Owens says that outstanding students can go directly to the second semester program when the school's regular program resumes in September. For more info contact Trade-Tech at 213/746-0800.

Delaying until the last possible day, June 3, St. Louis Mayor Vincent Schoemehl signed into law the legislation ending a three-year-old ban of motorcycles from roads in the Missouri city's parks. Board Bill 6, approved by the St. Louis Board of Aldermen on May 14 with overwhelming support, repealed the "bike ban" and complements a city noise ordinance enacted May 13.

There will be a short track/TT race at Mike Kidd's ranch in Boyd, TX, on June 27 that's of note for a couple of reasons. First, it will be taped for broadcast on national cable TV, so some of the amateurs running can get some air time, even on the jumpless short track event. Second, Kidd is allowing motocross bikes with knobbies to run on the TT course to set up a motocrosser/dirt tracker challenge unlike the one he was in in Houston. For all the details, call 817/433-5559.

HosPITal STOP: Injured off-road racer Bob Balentine is in improved condition, and was released from intensive care over the weekend. As of presstime, Bob was being transported by Rescue 3 from San Diego to Loma Linda Hospital, Barton Rd. and Anderson, Loma Linda, CA 92350. Bob underwent surgery June 8 to repair his shattered right ankle and doctors plan to let the rest of his right leg heal by itself. Bob's wife Michele will have some medical news of her own soon — her first child is due within a week. Now that Bob's out of intensive care, he'll be able to receive visitors, phone calls, flowers, and soon, a newborn child.

Orange County International Raceway Thursday night MX program will have a Graydon Ltd. Prize Night on June 25, with all sorts of goodies. They include Ceet safety seats for class winners, Ancra tiedowns for runners-up, and American Pro grips for the third-placers. Everyone who signs up gets something. For more info, contact OCIR at 714/552-5511.

Intermission at the July 17 Miller High Life Superbowl of Motocross will feature the "Sprite Laser Show," presented by Lasermedia. Kryton and argon lasers will penetrate the night air in what should be quite a mind-blast, considering that Lasermedia did the awards ceremony at the 1980 Winter Olympics and still does the Electric Light Orchesta shows.

Ascot promoter J.C. Agajanian has been undergoing a series of tests recently for a stomach ailment, but so far all tests have been negative. Still Aggie was out at Ascot the other day, supervising the paving of the parking lot. Speaking of Ascot, former motorcycle TT specialist Eddie Worth broke the 25-lap sprint car record, which had stood since 1957.

The Utah Salt Flat Racing Association will be holding speed trials on the Bonneville Salt Flats. They have two dates: July 23-27 and October 23-24. For more info on these events, contact the USFRA at P.O. Box 27441, Salt Lake City, UT 84125.

Dept. of Corrections: World Observed Trials competitor Toni Gorgot rides a Montesa, not an SWM as we had indicated in an earlier issue.

The Professional Racing Organization will be hosting a grand prix at Rosarito Beach on July 11. There'll be free beer at sign-up Saturday, a wet T-shirt contest on Saturday night, and a 25-mile course for the race on Sunday. PRO can be reached at 714/531-7158.

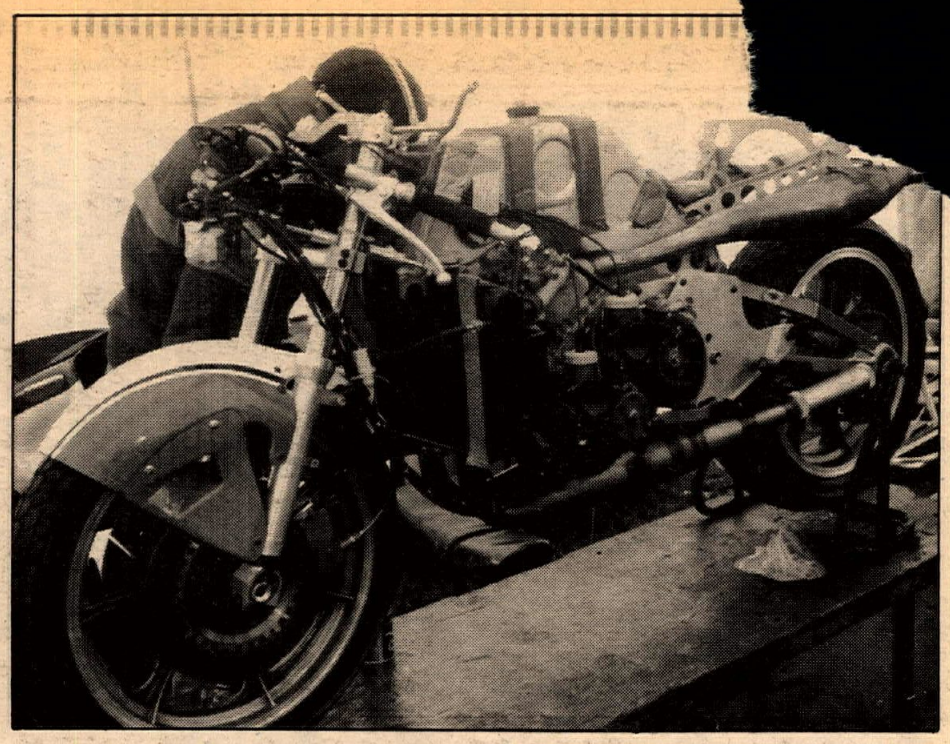
HosPITal STOP: Road racer Bruce Hammer has been transferred to Rancho Los Amigos Hospital to undergo physical therapy for his spinal injury. Hammer's partner, John Ulrich, says that Bruce is making progress in regaining the use of his hands. Cards and letters may be sent to him at Rancho Los Amigos, Ward 704, 7601 E. Imperial Hwy., Downey, CA 90242. Bruce is expected to be there for the next 60 days.

World Champion Bruce Penhall and World Pairs teammate Dennis Sigalos recently transferred to the World Best Pairs Championship later this year. The Americans landed a second place in Prague, Czechoslovakia behind the English team of Phil Collins and Kenny Carter, 34-32. The World Championship will be held in Australia in December.

Now signed with Honda, Wheelie King Doug Domokos will make an appearance at the Central Valley Speedway meeting on June 19th. It will be Doug's first performance ever in that area.

Riding to Laguna Seca? See your participating California Yamaha dealer for details on their annual road tour to the Winston Pro Series road race July 10-11 at Monterey, CA. This year's tour will include admission both days with a pit pass, a parade lap, tour cap and pin plus a post race party where Kenny, Randy and Freddie are scheduled to draw for prizes, including two sets of Dunlop Elites, Cost is $25; see your Yamaha dealer.

If you're flying into the San Francisco Bay area for Laguna Seca and would like to rent two-wheeled transportation for the weekend, give Dick Brandt at Concord Yamaha a call. He's set aside a dozen bikes from his usual summer European tour groups for that weekend with airport pickup on Friday/Saturday and return Monday. Call him at 415/798-2580.



Here's a skirts-off look at Eddie Lawson's KR500, which placed second at Elkhart Lake and will be contesting the June 20 Laconia Classic road race at Loudon, NH. "It's basically a new bike," according to Kawasaki's Steve Johnson. "The bike has a shorter wheelbase, is lighter and is much more adjustable to rider preference in many areas," said Johnson. "The engine has about the same power as the one Eddie rode at Daytona, but with the chassis refinements the power is more usable."

Got a Classic or Vintage motorcycle that you'd like to road race? Well, the Classic Racing Motorcycle Club of southern California has a race of their own at every ARRA meet with trophies, ARRA points, you name it. They break the machines down into two catagories: Vintage for pre-'64, and Classic for pre-'75, as well as respective displacement classes. No slicks, discs, or contemporary updates allowed for Vintage machines. Dues are $10 per year, and the club welcomes regular racers as well as those who wish to parade their vintage machines. For info, write to club president Greg Phillippi, 1701 Oak Ave., Manhattan Beach, CA 90266, and be sure to include make, year, model and displacement of your bike.

Sylvester "Rocky" Stallone will be seen riding a Harley-Davidson FLHS in *Rocky III*, the third episode of the popular film series. Stallone told *Enthusiast*, the H-D monthly magazine, "Rocky needed something to illustrate his private life on screen. There's a point in the script where his world is crumbling. He takes time for soul searching, for retracing his past. The motorcycle fits the part perfectly."

"We have decided not to replace the canceled August 22 Tulsa (Oklahoma) Winston Pro Series Half Mile with another event," said AMA's Bill Boyce. "We did look at other facilities, but decided to keep the schedule the way it is."

Globe-hopping motocrosser Carlos Serrano is at it again, this time to sink knobbies in Italian soil. He'll be heading over there towards the end of June and says, "I'm ready to go back there." He'll be riding 500s, possibly factory Betas.

The Carlisle Tire and Rubber Co. has agreed to support the AMA's 1982 Grand Tour Program. The popular road riding program operates on a district level under the organization of local AMA chartered clubs and promoters. Carlisle will send the winner of each AMA Grand Tour a new Carlisle Arrow ST in recognition of his or her accomplishment.

It's easy to become a supporter of the U.S. team at this year's ISDE in Czechoslovakia. The AMA/ISDE Rider Fund, through several outlets, has hats with the red white and blue support team logo ($5), patches ($5), stickies ($2) and T-shirts ($8) for sale. You can order products from Art Salomon, Box 225, Rock Hill, NY 12775. Make checks payable to ISDE Rider Fund.

Team Honda has been using a new contract approach with some of their MXers. A rider can predict where he will finish in the points standings for his class, and is paid accordingly. If he finishes better than his prediction, a bonus is usually due; if he finishes worse than he figured, well. . . .

Eddy Lejeune (Hon) won the Belgian World Championship Observed Trials round on June 6. Gilles Burgat (Fan) was second, and Bernie Schreiber (SWM) was third. Lejeune leads the series with 99 points, followed by Schreiber with 83 and Burgat at 71.

A $20 Harley? That's right! According to *The New York Times*, Harley-Davidson has granted a license to Empire of Carolina for a line of Harley-Davidson toy motorcycles. Also in the works are items such as men's cologne, beer, and vitamins. With an increased emphasis on making the Harley-Davidson name and logo better known, the Milwaukee based motorcycle manufacturer has notified many firms that their use of the H-D logo/name on products is a no-no. "One of the strongest assets this company has is its name," said Clyde Fessler Jr., director of marketing and licensing, in the *Times* report. "Licensing will further establish our name as prestigious and keep it current with the American public."

Darrell Shultz takes the inside at the first 500cc moto start. Chuck Sun (10) hides Danny Chandler with Mike Bell (5), Goat Breker (15) and others behind.

AMA 250/500cc National Championship MX Series: Rounds 8/4

Glover, Shultz get Rocky Mtn. wins; Hansen bursts Johnson's bubble

By Mark Kariya

CASTLE ROCK, CO, JUNE 13

Donnie Hansen needed a small miracle, just a little break, in order to wrest the 250cc series point lead and championship from Rick Johnson, who'd held it much of the season. Twenty points down going into the final race of the series, Hansen had to win both motos with Johnson finishing no higher than sixth to pull off his first national championship.

The factory Honda rider got what he was looking for early in the first moto when Johnson flew his Yamaha too far and hard off a jump and collapsed the front wheel upon landing, sending him to the ground and sidelining him for a lap before he could get it replaced.

Hansen won the moto with a last turn pass over Yamaha's Broc Glover, then rode conservatively to third in the next race behind Glover and Johnson to clinch the title with 300 points to Johnson's 297.

Darrell Shultz also gave Honda something to celebrate that night as he continued to roll in the big-bore class; his 1-2 first overall besting teammate Chuck Sun and Yamaha's Mike Bell at the Coors 250/500cc National Championship Motocross at CDR Tech Track.

Preliminaries

Two qualifiers and a consolation race were necessary in each class to whittle the 64 250cc and 60 500cc entries down to 40. Team Green member Bill "Kawboy" Liles put his works Kawasaki into the lead of the first 250cc qualifier early on the first lap and never lost it. Village Cycle/WP Racing Suzuki rider Davel Hollis garnered runner-up honors over Yamaha of Covina's Juan "One Burrito" Benavidez, Suzuki-mounted Jim Mitchell and Husqvarna's Kris Bigelow.

Roost Factory Suzuki rider Carlos Serrano got the holeshot in the second qualifier with DG Yamaha pilot Mark Murphy tucked in behind, and that's how they remained to the finish. Rodney Smith on a Suzuki, Honda support rider Larry Wosick and David McClain on a Chum Suzuki followed them in.

Cedar Rapids Honda rider Johnny Spaw grabbed the lead in the consy on the second lap to win over Paul's M/C Sales Yamaha ace Don Wipf, Bill "Coyote" Stork on a Black Hills Yamaha, Kawasaki-mounted John James and Robert Kyle on a Honda.

Mike Bell ran away with the first 500cc qualifier followed by KTM's Donnie Cantaloupi. After early third-place runner Steve Rhyan dropped out with a fried clutch on his Honda, Maico's Mickey Kessler filled in with KTM's Joey Schlag fourth and Yamaha-mounted Tim Locey fifth.

O'Neal/Moto Meister Maico rider "Mr. Bill" Jewell got the holeshot in the second qualifier, but Honda support rider Jo Jo Keller quickly assumed command to win over Wheelsmith Maico ace Kevin Davis, Jim Holley on a Yamaha, Maico's Andy Stacy and Yamaha Pro Support rider Eric McKenna.

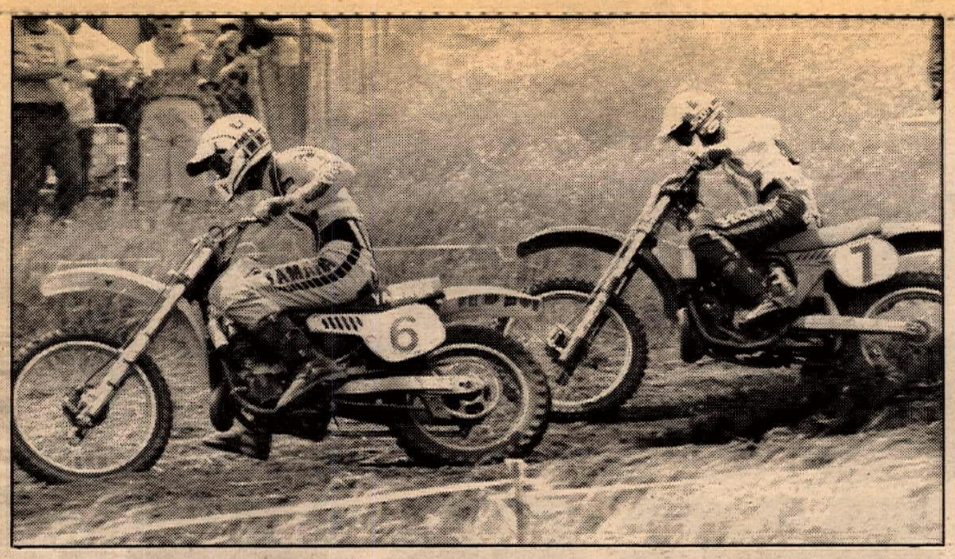
Rhyan came back with a vengeance in the consy, running away from Keystone MX Works Maico rider Tom Carson, Honda-mounted Chris Sundstrom, Lebanon Valley Honda-mounted Rick Sidle and Emery Woolsey on an Anaconda Cycle Honda.

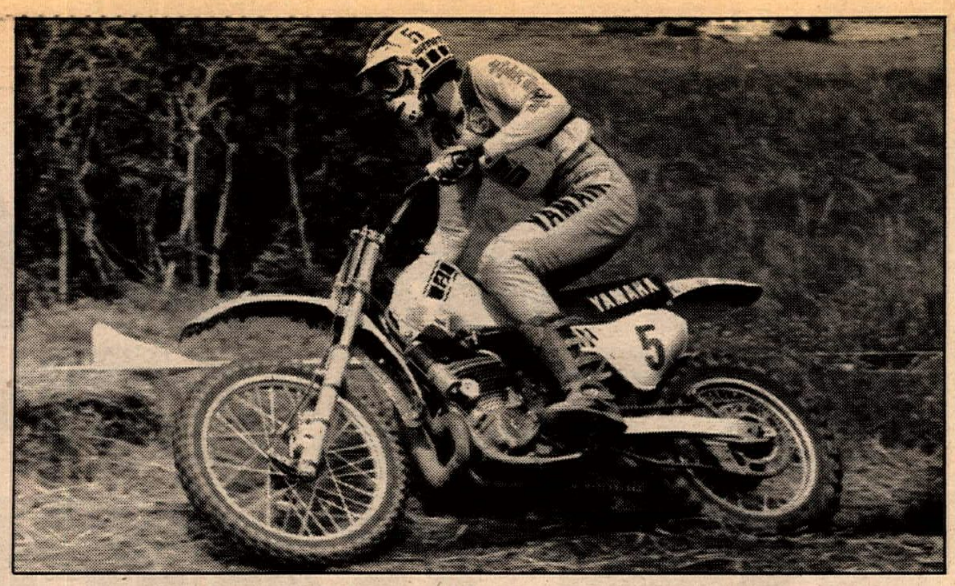
250cc National

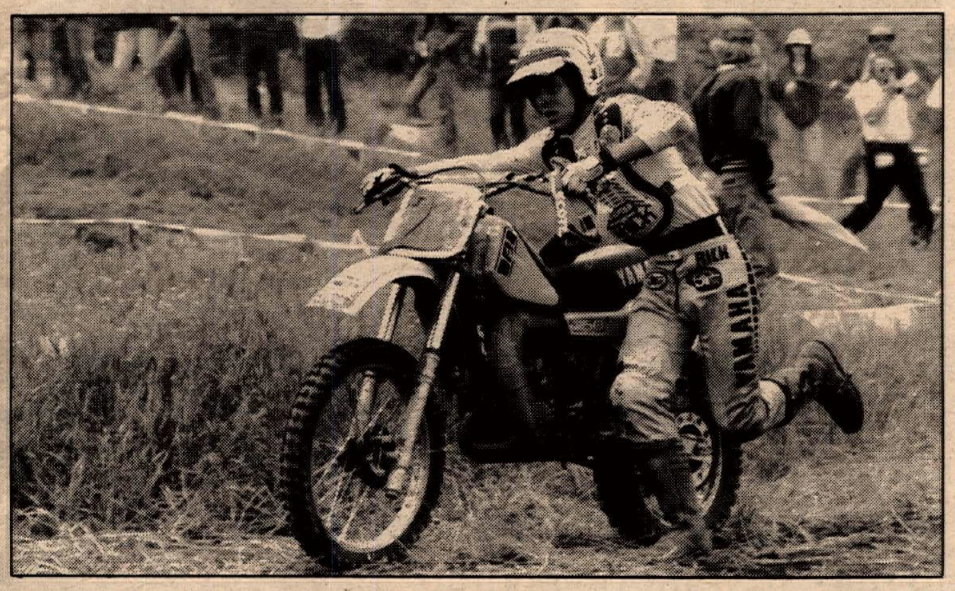
Donnie Hansen jumped to the front of the first moto right away with Honda Pro support rider Kenny Keylon, Rick Johnson and Yamaha's Scott Burnworth trailing.

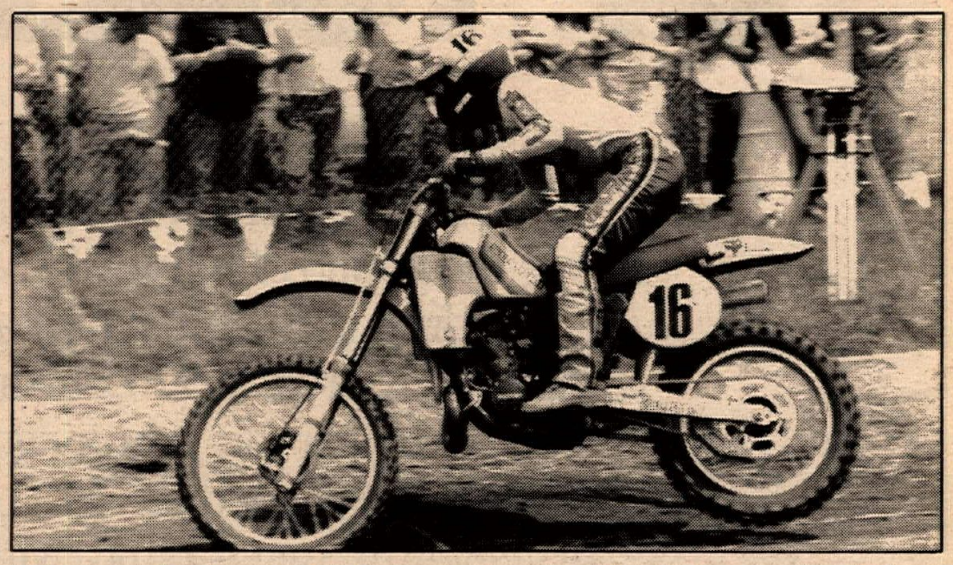
Hansen had begun to establish a buffer over second by the second lap. Keylon had the runner-up position, but Johnson was determined to make a race of it, unafraid of pitting his YZ against Keylon's works bike.

However, Johnson's exuberance undoubtedly was his downfall. He absolutely *flew* off the second large dropaway jump near the end of the second lap in an attempt to pass Keylon. Johnson landed beyond the normal landing area with the front end of the bike smashing into a hole, collapsing the front wheel and sending









(Clockwise from top left) 250cc winner Broc Glover (6) and new champ Donnie Hansen diced to the end in the first moto. Mike Bell took third 500. Warren Reid went 3-5 for fourth 250. Rick Johnson's bid for the 250cc title ended when his front wheel broke in the first moto while going for second.

him augering into the Rocky Mountain soil.

He drew himself slowly to his feet after a few minutes, started his bike and ran beside it to the mechanics' area, the pain of disappointment marking his face and the front wheel wobbling from side to side. Johnson's mechanic Bob Oliver sprinted back to the pits, picked up another wheel and replaced it. Oliver later said that even the axle was bent. Johnson was back in the race, though a lap and a half down. He needed to get into the top 20 in order to score any precious points, but he would ultimately be able to "only" work his way back up to 23rd.

The race, of course, took on an entirely different tone. Broc Glover, who came around fifth on the first lap, cut through the riders in front of him until only Hansen remained in the distance. Glover narrowed the gap after the midpoint in the moto then stuffed his bike inside of Hansen in the downhill right-hander, the second turn before the finish line, to take the lead.

Hansen stayed with Glover and went back into the lead as they took the two-laps-to-go board. On the final lap, Glover wicked it up in an all-out assault. He got by for what most people, including Honda personnel, thought was the winning pass in the second-to-last turn, deftly using lappers to wiggle into first.

Hansen wasn't through yet. "He was braking for the last turn," Hansen said later. "I just left it on longer and went on the outside of him and got a wheel in the groove that he was in, the front wheel. My rear end was on the outside so I kind of slid it around and came out set up for the straightaway, and I beat him by half a bike-length. It was close."

Suzuki's Warren Reid moved from an opening lap seventh to fourth halfway through the moto. He worked on Keylon, successfully gaining third about 40 minutes into the race. Liles finished fifth, Burnworth sixth, while Honda's David Bailey was a closing seventh in a remarkable ride, having gone down early on the first lap, remounting only after every rider had channeled around his bike and getting away a decided last place. Honda support rider Steve Martin advanced to eighth, followed by LOP Honda rider Jim Tarantino and Dave Hollis.

Glover got the jump on the gate in the second moto and took off; the only other competitors who saw him after the start were lappers, as his margin of victory was over 20 seconds.

Hansen started in second and was content to let Johnson go by about 10 minutes into the moto. "I knew what I had to do, and I didn't push it in the second moto," Hansen recalled. "I didn't want to fall or get tangled up with those guys, just hold back there."

Hansen repassed Johnson near the 15-minute mark, but Johnson went back around for good the next time around, and Hansen, who'd run out of tear-offs, was satisfied to cruise in third to earn his first National Championship on his Brian Lunniss-tuned factory Honda.

Reid held fourth for most of the moto until a downed rider's bike, in a blind section of track, without a flagger according to Reid, took him out for a few moments at the 40-minute point. That was all Keylon needed to hop back into fourth while Reid remounted for fifth.

Bailey rode to a sixth followed by Burnworth, Liles, Martin and Suzuki support rider Clint Hardick.

500cc National

Darrell Shultz headed Danny "Magoo" Chandler and Chuck Sun in a three-man Honda freight train at the start of the first moto. Mike Bell watched them a short distance to the rear with Donnie Cantaloupi in fifth, though a shock reservoir line reportedly broke a short time later, forcing him out.

Sun took his turn at the front until just before the halfway point when Shultz retook the lead, barely fending off a hard charging Alan King, who was eighth on the first lap aboard his factory Suzuki.

King finally had his shot at the point just after the 30-minute mark, but Shultz gathered himself up and blasted back by for good on the white flag lap.

Bell passed Sun for third midway through the race and repulsed a last turn charge to hold it. The front four had put some time on fifth place Chandler. Kawasaki's Goat Breker went around KTM's John Finkeldey for sixth on the final lap. Eurocycles Maico rider Jerome Heiberger put in an impressive ride for eighth over Yamaha Pro Support rider Jeff Hicks, riding with a broken tooth after catching a rock in practice, and Steve Rhyan.

Bell started the second moto in the lead with Shultz in close quarters. King and Sun were also keeping an eagle eye on Bell's moves.

The first four were destined to be the same as in the first moto, though the order was different. Shultz led from the second lap until before the halfway point as positions behind him switched seemingly with each twist and rise of the track.

Sun put it to Shultz and led each lap, though not every part of each lap, to the finish. Shultz tried to make a run at Sun on the last lap, but couldn't make it stick. "I felt a little stiff," Shultz admitted later. "What a disaster; I couldn't even believe it. If I would have had that much more energy," he said, indicating a small gap between his thumb and finger, "I would've made the pass stick. He snuck back under me, and I slid out a little bit."

Bell rode in for a solid third with King getting fourth and fourth overall — "I've never ridden that hard in my life to take a fourth place; it was ridiculous!" he exclaimed.

Chandler was an impressive fifth ...after a last place start. "I just got shut off, and I went down real bad. I started to put my leg down, but it probably would've got sucked up in Shultz's wheel so I just tried to lean out of it, but I couldn't and went down. And then I stalled it twice."

Husky's Bill Grossi finished sixth over Jo Jo Keller, Hicks, Breker and Central Yamaha's Mike Knupp.

For Shultz, who hurt so bad after last week's race in Atlanta that he didn't practice all week, "It feels pretty good being on a roll and heading toward a championship." ●

Results

250 NATIONAL: 1. Broc Glover (Yam) 2-1; 2. Donnie Hansen (Hon) 1-3; 3. Kenny Keylon (Hon) 4-4; 4. Warren Reid (Suz) 3-5; 5. David Bailey (Hon) 7-6; 6. Scott Burnworth (Yam) 6-7; 7. Bill Liles (Kaw) 5-8; 8. Steve Martin (Hon) 8-9; 9. Rick Johnson (Yam) 23-2; 10. Clint Hardick (Suz) 11-10; 11. Jim Tarantino (Hon) 9-12; 12. Rodney Smith (Suz) 13-15; 13. Jim Mitchell (Suz) 15-14; 15. Mark Murphy (Yam) 18-13; 15. Dave Hollis (Suz) 10-*; 16. Carlos Serrano (Suz) *-11; 17. Robert Reisinger (Suz) 17-16; 18. Juan Benavidez (Yam) 12-31; 19. David McClain (Suz) 16-19; 20. Kris Bigelow (Hus) 14-*.

500 NATIONAL: 1. Darrell Shultz (Hon) 1-2; 2. Chuck Sun (Hon) 4-1; 3. Mike Bell (Yam) 3-3; 4. Alan King (Suz) 2-4; 5. Danny Chandler (Hon) 5-5; 6. Goat Breker (Kaw) 6-0; 7. Jeff Hicks (Yam) 9-8; 8. Jo Jo Keller (Hon) 12-7; 9. Jerome Heiberger (Mai) 8-11; 10. Bill Grossi (Hus) 14-6; 11. Mike Knupp (Yam) 16-10; 12. Michael Kessler (Mai) 11-16; 13. John Finkeldey (KTM) 7-*; 14. Jim Holley (Yam) 16-12; 15. Kevin Davis (Mai) 15-14; 16. Steve Rhyan (Hon) 10-*; 17. Tim Locey (Yam) 31-13; 18. Phil Larson (Hon) 13-*; 19. Gregory Zitterkopf (Yam) 25-15; 20. Donnie Cantaloupi (KTM) *-17.

*Denotes DNF

AMA NATIONAL CHAMPIONSHIP MX SERIES POINT STANDINGS

250 (FINAL): 1. Donnie Hansen (300); 2. Rick Johnson (297); 3. Broc Glover (294); 4. Warren Reid (252); 5. Kenny Keylon (248); 6. David Bailey (229); 7. Scott Burnworth (220); 8. Steve Martin (207); 9. Jim Tarantino (197); 10. Clint Hardick (148); 11. Bill Liles (127); 12. Mark Murphy (103); 13. Kris Bigelow (95); 14. Dave Hollis (92); 15. Larry Wosick (89); 16. Ross Pederson (69); 17. Denny Bentley (66); 18. Juan Benavidez (59); 19. Tom Benolkin (46); 20. Bob Buffaloe (36).

500: 1. Darrell Shultz (172); 2. Chuck Sun (152); 3. Alan King (142); 4. Kent Howerton (103); 5. Danny Chandler (102); 6. John Finkeldey (98); 7. Phil Larson (93); 8. Goat Breker (92); 9. Mike Bell (91); 10. Jeff Hicks (79); 11. Jerome Heiberger (78); 12. Jo Jo Keller (69); 13. Bill Grossi (64); 14. Michael Kessler (56); 15. Kevin Davis (38); 16. Andy Stacy (35); 17. Jim Ellis (34); 18. Eric McKenna (31); 19. Jim Holley (30); 20. Gary Pustelak (28).

Team Honda's Johnny O'Mara Wins Swiss 125 cc MXGP.

JOHNNY O' WINS BEFORE THOUSANDS OF YODELING FANS.

Switzerland.

The hills were alive again last week but the only music was the sound of Johnny O'Mara's RC125.

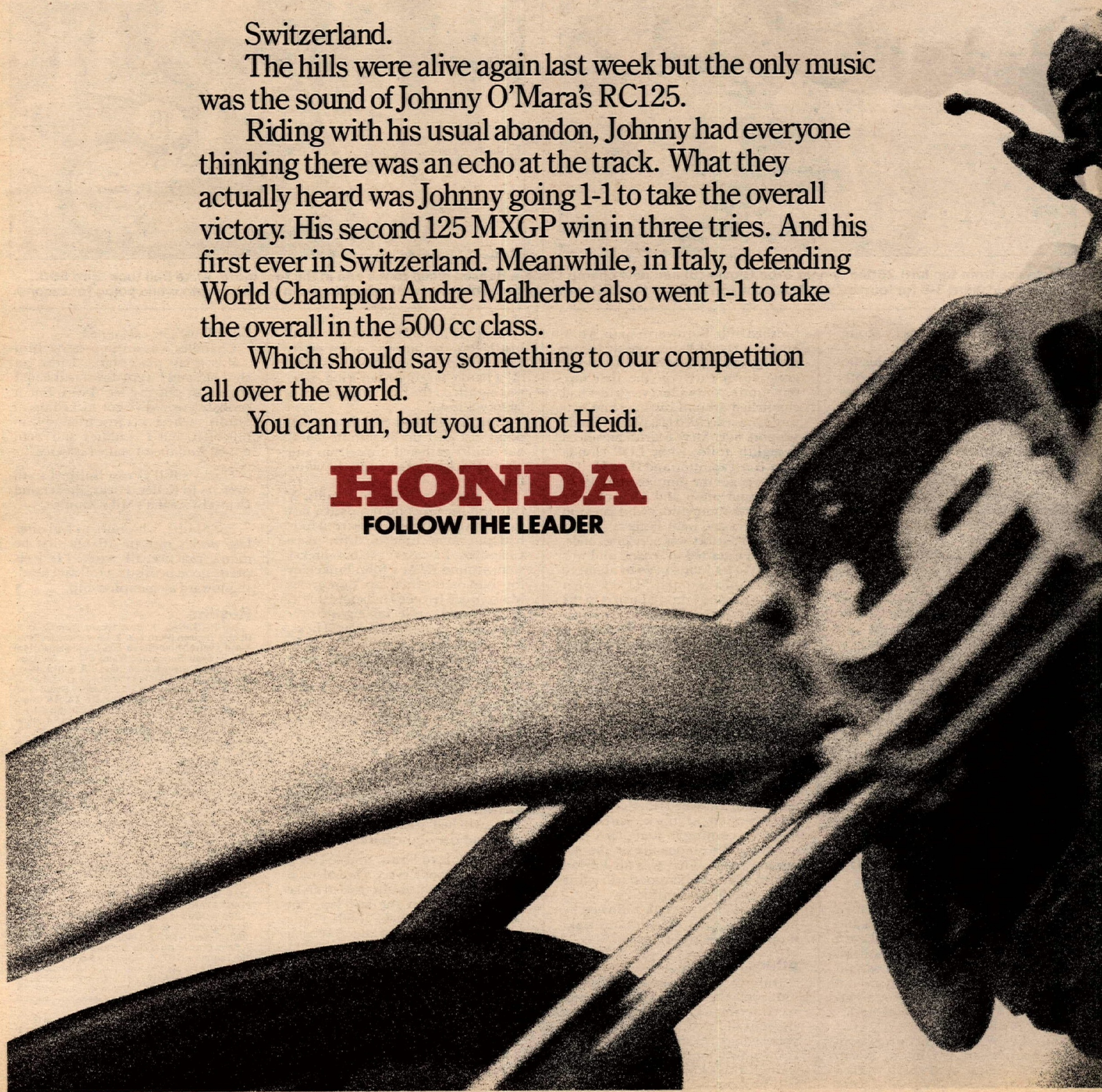
Riding with his usual abandon, Johnny had everyone thinking there was an echo at the track. What they actually heard was Johnny going 1-1 to take the overall victory. His second 125 MXGP win in three tries. And his first ever in Switzerland. Meanwhile, in Italy, defending World Champion Andre Malherbe also went 1-1 to take the overall in the 500 cc class.

Which should say something to our competition all over the world.

You can run, but you cannot Heidi.

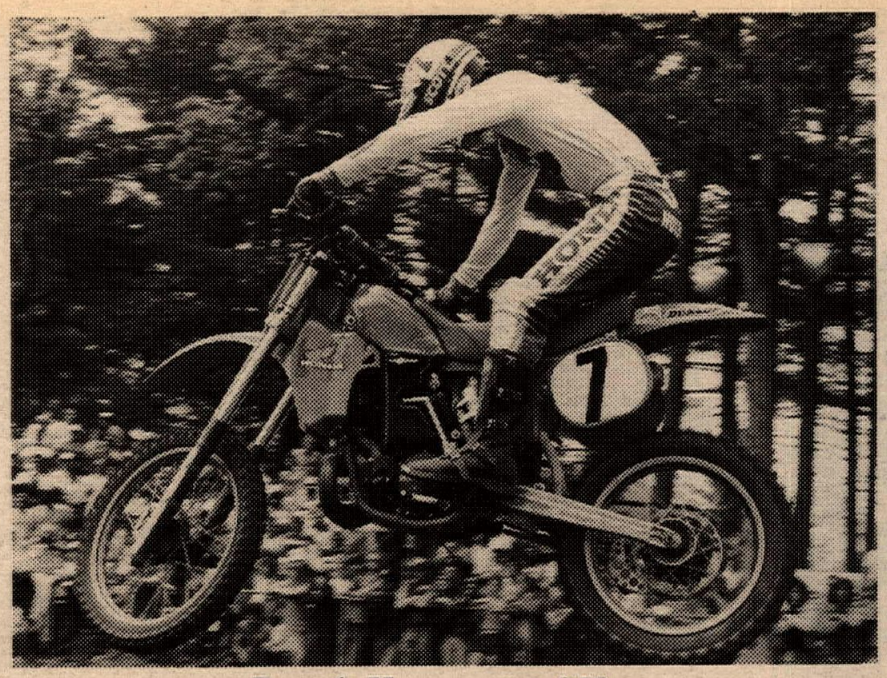
HONDA

FOLLOW THE LEADER

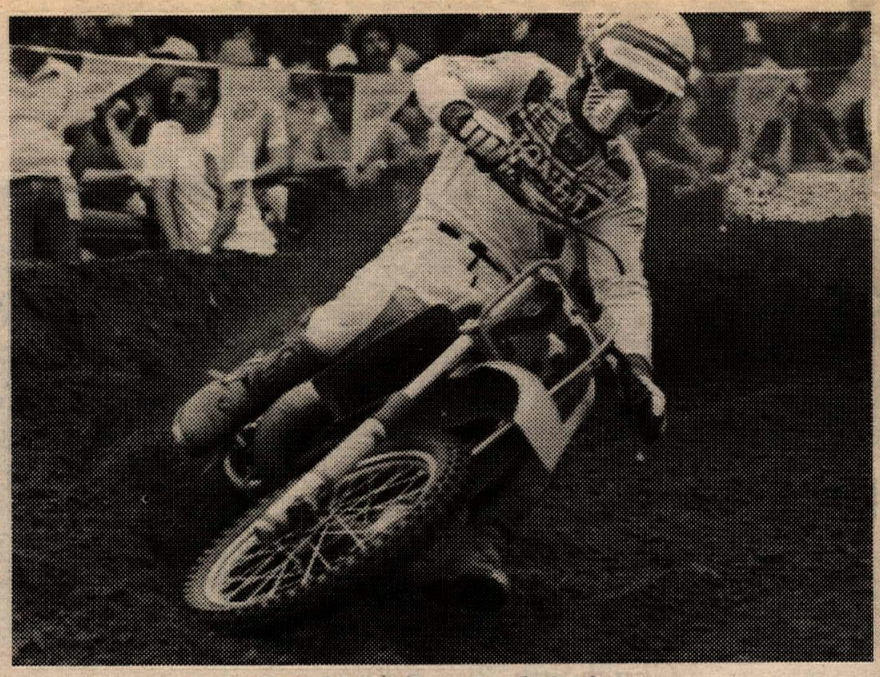


ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1982 American Honda Motor Co., Inc.

Team Honda sweeps AMA National in Atlanta.



Donnie Hansen 1st 250 cc



David Bailey 2nd 250 cc

WHO SAYS YOU CAN'T WIN 'EM ALL?

Recently, we at Honda learned a valuable lesson.

You win some. And you lose none.

Take the AMA 250/500 Motocross National in Atlanta for example.

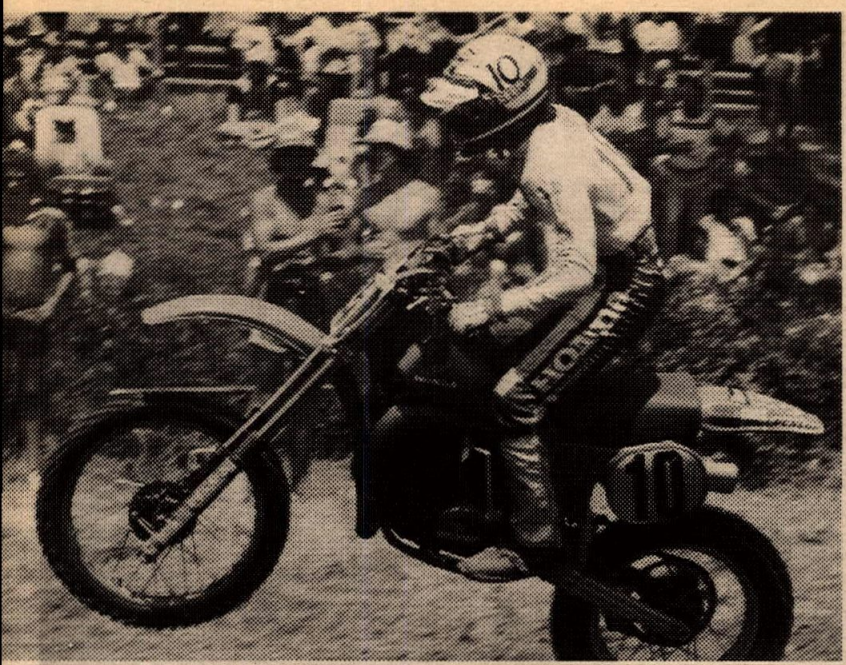
Our own Darrell Shultz streaked to a 2-1 moto score enroute to the overall win and first place in the 500 cc AMA National point standings. Followed by teammate Chuck Sun, who blazed to second overall and second in the point standings.

And consider Team Honda's Donnie Hansen. His 1-1 moto scores made him the 250 cc winner. With David Bailey finishing second overall aboard a factory water-pumper.

Then put all that together with Scott Pearson's record-setting victory in the Louisville Half Mile; Johnny O'Mara's World Class 125 cc MXGP triumph in Switzerland; Andre Malherbe's 500 cc World Class 1-1 performance in Italy, and Wes Arnold, Tom Gildea and Harry McDermott winning the three-wheeler class in the Baja 500 aboard an ATC®250R.

And you'll know exactly what we mean when we say, "Follow the leader."

HONDA
FOLLOW THE LEADER



Chuck Sun 2nd 500 cc

Darrell Shultz 1st 500 cc

ALWAYS WEAR A HELMET AND EYE PROTECTION. ©1982 American Honda Motor Co., Inc.

Winston's Bob Masten (left) and tuner Bill Werner congratulate Jay Springsteen on his 31st National win.

AMA Grand National Championship/Winston Pro Series: Round 11

Harrington win Springsteen's 31st

By Jack Mangus
Photos by Len Breech and Bill King

HARRINGTON, DE, JUNE 12

"Thirty-one and counting!" said Jay Springsteen in the Pabst AMA Classic winner's circle after he scored the 31st National victory of his career. The Harley-Davidson factory team rider was the night's fastest qualifier, won the fastest heat, and then led every lap of the 20-lap feature on the Delaware State Fairgrounds' half mile oval.

Series points leader Ricky Graham finished second to all but lock up the lion's share of the Winston Pro first half point fund payoff. With only next weekend's Loudon road race round and the following weekend's Knoxville half mile left in the first half of the season, Graham holds a 24 point lead over Springsteen, 123 to 99. "Unless the boys in Milwaukee decide to build a road racer for Jay to use at Loudon, we're home free," said Graham's tuner and bike provider, Tex Peel. Visions of the $10,000 were already dancing in Graham's and Peel's heads.

Third at Harrington went to Texan Terry Poovey with Randy Goss and Ted Boody taking fourth and fifth.

Lady Luck dealt promoter Jay Milligan a winning hand in that the race was run at all. Dark ominous clouds lingered over the area as practice got underway at 5 p.m. and rain began to fall with only the practice sessions and time trials for Junior riders, who were to compete in an invitational race, completed. The program was delayed approximately two hours.

Time Trials

With 48 slots open, only 41 Experts time trialed and the fastest of those was three-time Grand National Champion Jay Springsteen with a 25.454 second lap. Springer's time shattered the lap record at Harrington by over a half second. Previous record holder was Dave Sehl who logged a 26.022 in 1977.

Rounding out the top five qualifiers were Boody, Scott Parker, Poovey and Graham, all in the 25 second bracket.

Slowest qualifier was Garth Brow. Brow waved off a 26.40 and then got out in the loose stuff on his last qualifying lap and clocked a 27.470.

Heats

Graham led pole sitter Springsteen and the rest of the field across the line at the end of the first lap of the first 10 lap heat, but from there on it was all Springsteen. Springsteen stretched his lead to three seconds by checkered flag time and Graham was a secure second.

Behind the front running pair a furious battle took place for the third and last transfer position. Rookie Expert Tom Maitland grabbed the spot on the final lap over Team Honda's Scott Pearson and former Grand National Champion Gary Scott.

Heat two was Boody's from start to finish with only Randy Goss, another former Grand National Champion, able to challenge.

The crowd's attention was again directed to the fight for third, this time between young Steve Hall and veteran Steve Morehead, who had won the Harrington National the past two years. Hall beat Morehead to the finish line to grab the transfer spot.

The third heat produced another battle for third after winner Scott Parker and Lance Jones locked up the first two spots right from the start. This time around it was a pair of 44's fighting for third: National number 44, Alex Jorgensen, and 44G, Scott Adams. The checkered flag saw Jorgensen take the transfer spot.

Poovey led the fourth and final heat from start to finish but he had anxious moments as his engine started missing on the sixth lap. A condenser wire had broken and was shorting out his Conley Motors sponsored XR750 Harley motor.

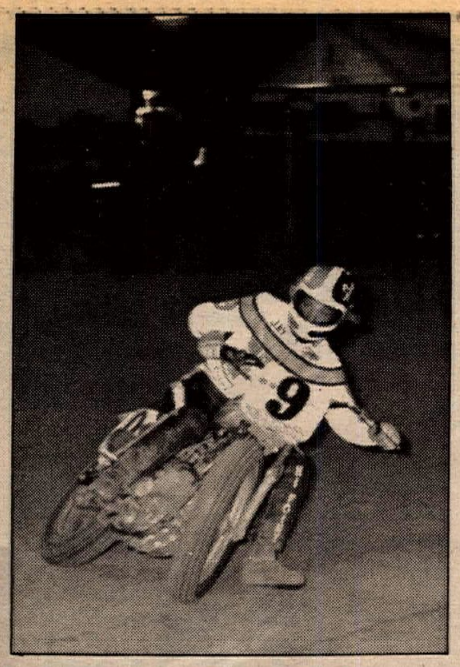
Behind Poovey all the way was Canadian Jon Cornwell in second and Tim Mertens in third.

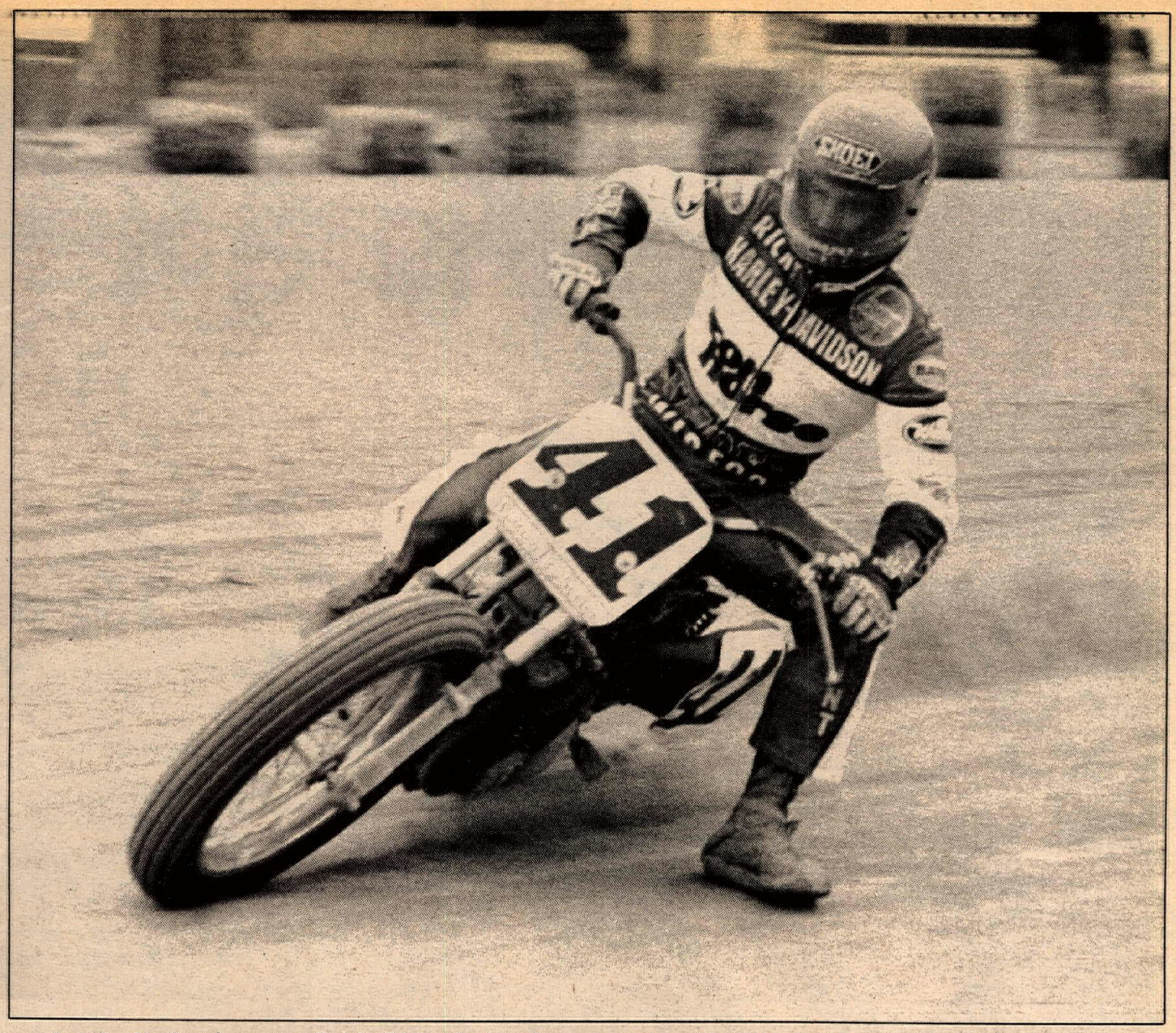
Semis

A light drizzle had started during the final heat and referee Charlie Watson and AMA dirt tracker manager Bill Boyce consulted with riders who had participated in that heat to determine if vision was a problem. The gritty "soil" of the Harrington oval adheres to face shields when wet. Told everything was alright, but considering the threatening weather, it was decided to cut the semis from 10 laps to eight.

Scott Pearson, as he usually does, got the holeshot on the first semi's field and led Morehead, teammate and defending Grand National Champion Mike Kidd, and Gary Scott across the line at the end of the first lap. But after that it was all Morehead and the Findlay Flyer stretched out a lead that saw him win the race going away.

Behind Morehead, Pearson and Kidd hooked up Scott to produce a fight between a pair of Honda NS750 Sidewinders and Scott's Harley-Davidson XR750. At the finish line it was Kidd over Scott and Pearson. But only Morehead earned a transfer to the final.





(Clockwise from top left) Jay Springsteen led the National start to finish. Ricky Graham's second place kept him in the points lead with only one dirt track left before mid-season pay-off. Terry Poovey rounded out the winner's circle crowd.

Oklahoma's Dave Bradley led the second semi from start to finish and Rob Crabbe finished second. Rob's brother Willie died recently as a result of injuries suffered in the San Jose Mile on May 2. A moment of silence was dedicated to Willie prior to the start of the night's racing and Rob was certainly the crowd's sentimental favorite.

Last Chance

When Bill Boyce informed the riders that the Last Chance race (thus named because only the winner would advance to the final) had been trimmed from 10 laps to five, Gary Scott complained. "Five laps doesn't give us enough time to sort things out," said Scott. "Well, Gary, we could run the Last Chance race all night long until the National gets rained out and no one makes any money," said Boyce. Scott, with a grin on his face, said, "You've got good point there, Bill."

Everyone on the starting line knew a good start was a must if they expected to win the shortened race and throttle hands were jumpy, to say the least. The first attempt at a start saw Pearson and Bubba Shobert jump before the green light and they were moved back to the penalty line.

The green light flashed and before the pack hit the first turn the red flag was pulled out to stop them as they came down the front straight. This time, Gary Scott, Randy Spence and Mickey Cole joined Pearson and Shobert on the penalty line.

Once the race got officially underway, five laps turned out to be just enough for Gary Scott when he nipped Kidd at the line and was National bound.

National

The elimination of Team Honda's Kidd and Pearson in the Last Chance race made the National an all Harley-Davidson show. Team Yamaha's Jimmy Filice was on hand, but as a spectator. "We broke a rod at Louisville and the equipment was taken back to California. I'll road race next weekend at Loudon, but I don't think we'll be back on dirt until Indy (July 3)," said Filice.

Springsteen, who has apparently beaten the mysterious stomach ailment that has plagued him over the past several years, was a picture of confidence as he watched tuner Bill Werner wheel his bike to the outside pole position.

The confidence was further displayed as he led the field down the back straight after the 15 riders hit turn one in a tightly bunched pack. Springer led through turns 3-4 and by the time he hit the start/finish line it was obvious he was on his way to adding yet another National to his all-time record win list.

And it was just as obvious after the first couple of laps that Ricky Graham and his *Iron Horse* magazine sponsored Harley had second place in the bag. Earlier in the evening, Graham's tuner Tex Peel had looked up at the dark, dark clouds and said, "Hell, it can rain if it wants to. That'll lock up that $10,000 of Winston money right now." But standing on the sidelines as Graham settled into sceond, keeping Springsteen in his sights, Peel expressed a different mood. "Go, Ricky!" Peel yelled. "Get him, get him!"

But it soon became apparent that no one was going to catch Springsteen, just as no one was going to catch Graham. Attention focused on a fight for third between Springsteen's Harley-Davidson teammate Goss and Poovey, who had spent the week working on his Conley's H-D sponsored XR in Peel's garage in Flint, Michigan.

Poovey got around Goss on the fifth lap and the winner's circle cast was set, and Goss was in a secure fourth.

Behind the front running quartet several dices took place. One saw Ted Boody, who was wearing the most colorful leathers to hit the Winston Pro Series circuit since David Aldana used to dazzle everyone with his creations, work his way around Harley-Davidson factory rider Scott Parker on the seventh lap and secure fifth.

Parker was far from secure in sixth, and on the next to last lap he was dropped to seventh by Tim Mertens, who was aboard the Belleville (Illinois) Honda sponsored XR he had ridden to second at Louisville the weekend before.

With the exception of a dice for 10th between Oklahoman Bradley and Jorgensen, which Bradley won, the field was strung out as the race ended.

Already in the pits were Steve Hall ("My gearbox packed it in on the second lap.") and Steve Morehead ("I tried to get inside Mertens in turn three on the ninth lap and I went down."). Circulating slowly throughout the last half of the race was Lance Jones. "I chose the wrong tire and was just cruising around," said Jones who finished the race a lap down.

Springsteen took a lap with the checkered flag and then joined Graham, Poovey and Miss Winston, Susan Callicut, in the winner's circle. He popped the first bottle of champagne, but after spraying everyone around him, swapped the bottle for a can of Pabst beer. "I think it's neat that I won a race that Pabst sponsored, because they also sponsor the Harley team," said Springsteen.

Graham and Poovey then opened their bottles of champagne. Graham sprayed the crowd and Poovey scored a direct hit on Graham as his bottle "exploded."

The morning following the race, Springsteen entered the dining room of the motel housing the Harley-Davidson team and grabbed a cup of coffee, opting to skip breakfast. "Ricky (Graham) and I have to drive to Washington to catch a plane home. Harley's flying me to the races now and that sure saves a lot of wear and tear on my truck and me," said Springsteen.

Whether Springsteen has handled his illness by positive thinking, or things like flying to the races have him in a healthy state, everyone on the circuit knows a healthy Springsteen is difficult to beat. The Knoxville Half Mile and the second hald of the season should produce loud claps of thunder from the Rolling Thunder Show.

Junior Invitational

A 10-lap invitational for Junior class riders followed the National and fast qualifier Jeff Joiner hooked up in an exciting 10 lap battle with Will Davis. The checkered flag saw Floridian Joiner and his Robinson's Harley-Davidson of Daytona Beach sponsored XR750 in front. •

Results

NATIONAL: 1. Jay Springsteen (H-D); 2. Ricky Graham (H-D); 3. Terry Poovey (H-D); 4. Randy Goss (H-D); 5. Ted Boody (H-D); 6. Tim Mertens (H-D); 7. Scott Parker (H-D); 8. Gary Scott (H-D); 9. Jon Cornwell (H-D); 10. Dave Bradley (H-D); 11. Alex Jorgensen (H-D); 12. Tom Maitland (H-D); 13. Lance Jones (H-D); 14. Steve Morehead (H-D); 15. Steve Hall (H-D).

Average Speed: 8 min., 28.767 sec.

AMA GRAND NATIONAL CHAMPIONSHIP/WINSTON PRO SERIES POINT STANDINGS: 1. Ricky Graham (123); 2. Jay Springsteen (99); 3. Scott Parker (80); 4. Terry Poovey (76); 5. Randy Goss (66); 6. Alex Jorgensen (64); 7. Gary Scott (63); 8. Steve Morehead (51); 9. Mike Kidd (45); 10. Steve Eklund (43); 11. Ted Boody (36); 12. Tim Mertens (34); 13. (TIE) Bubba Shobert/Steve Wise (32); 15. Eddie Lawson (26); 16. Scott Pearson (23); 17. Mickey Fay (21); 18. (TIE) Wes Cooley/Wayne Rainey (20); 20. (TIE) Nick Richichi/Lance Jones (18).